The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON ARRIVAL OF THE MAILS, about the 4th, 14th, and 28th, in connection with the "LONDON AND CHINA EXPRESS,"
A SUMMARY OF NEWS FOR THE OUTWARD MAILS OF 10th, 17th, and 26th.

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Latest Advices.

—	From London.	Arrived out.	HOMEWARD. Arrived in London this day
JAPAN — Yokohama	Feb. 16	Apr. 15	Apr. 17
Nagasaki			
Hakodadi			
CHINA—Peking			Apr. 12
Tien-tsin			Apr. 14
Chefoo			
New-chwang			
Hankow			Apr. 14
Kiu-kiang			Apr. 16
Chin-kiang			
Shanghai	Feb. 26	Apr. 13	Apr. 23
Ningpo			
Foo-Chow			Apr. 22
Formosa—Tamsuy			
Amoy			Apr. 22
Swatow			
Hong Kong	Mar. 17	Apr. 23	Apr. 29
Canton			
Macao			
PHILIPPINES—			
Manila	Feb. 26	Apr. 14	Apr. 19
COCHIN-CHINA—			
Saigon			May 3
SIAM—Bangkok			
BORNEO—Labuan			
Sarawak			
JAVA—			
Batavia			Apr. 30
MALACCA STRAITS—			
Singapore	Mar. 26	Apr. 28	May 7
Penang	Mar. 26	Apr. 26	May 9

Telegrams have been received from Hong Kong in advance of the French mail of 25th May.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Syria, arrived June 13.—From Hong Kong: Mr. Burlinghaume, Mr. Ugarte, Mr. del Valle, Captain Heaton, Mr. Dearborn, Mr. Rennie, Mr. Lerysoln, Mr. S. Thompson, Mr. H. C. Moore, and one second-class passenger. From Singapore: Mr. Weynschink and servant, Mr. Baclin, Mr. G. Von Gerrevrick, Don P. Ansoleagas, Mr. R. Callaborra, General Solar, Don B. Espana, A.D.C., Mrs. Hoen, two children, and servant, Padre A. Lugen, Mrs. Rinch. From Ceylon: Mr. Still, Deputy-Inspector of Hospitals, J. Fraser and servant, Mrs. Fraser and four children, and one second-class passenger.

To Southampton, per P. and O. steamer Delta, expected to arrive June 21.—From Hong Kong: Mrs. Robertson, Com. Loney, R.N., Mr. A. F. Bain, Mr. G. Inglis. From Singapore: Mrs. Velge, three children, and servant, Mrs. Vanderyse and child, Don Adolfo Yolif. From Galle: Miss Johnson, Mr. O'Grady, Mr. and Mrs. Barnes, and one second-class passenger.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

The mail delivered to-day brings no later dates than the French mail received on the 10th, viz., the 17th of April. The *Colorado* is, however, now due at San Francisco, and telegrams bringing Japan news to the 26th of May may be expected at any moment. In the meantime we have a telegram of doubtful import from New York, to the following effect:—

Intelligence received here, *via* San Francisco, from Yokohama, dated the 28th of April, announces that the former foreign commissioners have been cordially received by the Japanese Government, which had agreed to open the ports of Yedo, Negota, and Osaka on the 1st of June.

This news was conveyed from Yokohama to San Francisco by sailing ship. It is as usual incomprehensible, but refers, we suppose, to the reception of the foreign Ministers at Osaka.

The *Japan Times* has the following article on the opening of the new Treaty Ports:—

Within a very few weeks of the establishment of this journal occurred the expedition of the foreign Ministers to Osaka, which resulted in the sanction by the Mikado to the Treaties made in 1858 with the Shiogoon. When the allied squadron left Yokohama we, in common with all the diplomatists who had resided in Japan, and the writers who had chronicled their successes and their failures, had no ground for more than strong suspicion that we had been the victims of deliberate and long continued deception, or that the Shiogoon was other than he had been represented. After thirteen days of anxious suspense, the foreign representatives received the ratification which—forgery or not—has since been and must continue to be, the basis of our diplomatic intercourse with the Yedo Government; but, be it understood, with the Yedo Government alone. The decree, published with every necessary formality, is thus worded:—

"The Imperial Consent having been given to the Treaties, you (the Shiogoon) will execute all necessary arrangements connected therewith."

Its tenor most clearly intimates that we have never had a treaty with the real Sovereign of Japan. Our treaties with the Shiogoon were binding on him and his subjects alone, and had force only in his "dominions"—that is, in the eight provinces which lie round Yedo and in the out-lying patches of territory belonging to him in other parts of Japan, such as those in which are situated Nagasaki, Hakodadi, and Osaka.

But it intimates something more. It permits the Shiogoon to carry out these Treaties, which he had made with foreigners, *so far as regards his own* "dominions," and orders the fulfilment of their conditions. Amongst these are the opening of certain ports to foreign trade in 1868. And when we consider the persistent way in which the Shiogoon has endeavoured to keep for his own use the whole benefits of foreign commerce, and his efforts to prevent other Princes of the Empire from holding intercourse with us; when we consider, too, the manner in which these other Princes have received the British Minister and Admiral when, using with a commendable freedom the privileges of their station, they have visited them in their own dominions; and, to sum up—when we contrast the treatment we have received and the treatment we may expect, from these independent Princes, with that we have experienced at the hands of the Yedo chief; when we consider all these points, in connection with what we now know of the constitution of Japan, the relative positions of the Mikado, the Daimios, and the Shiogoon, we can well understand the object of the latter's treacherous delays, and the singularity of the overtures of the Daimios; and we can well believe, too, that the time is nearly come for the Mikado to resume the ancient power of his predecessors, and for the empire of Japan to be really opened to foreign trade.

Meanwhile, Osaka and Hiogo being both in the Shiogoon's territory, will be opened by virtue of our treaties with him. And in discussing the probable effects of the measure, there is one very important base for our calculations which it is desirable to determine:—whether to one or both of these places, foreign traders are to be now admitted. The treaties of 1858, modified as to date only, in this particular, by subsequent conventions, are perfectly clear. Foreigners are to be allowed to reside in Yedo, some port on the west coast, Hiogo and Osaka—as well as at Yokohama, Nagasaki and Hakodadi. We hear that Yedo will be opened before the end of this year, and that the port on the west coast has also been de-

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manded. But with regard to the great city of the Inland Sea, some difference of opinion appears to exist among the foreign Ministers, and we hear confidently expressed in some quarters the opinion, that residence in Osaka will not be permitted, and that we shall be confined to the outport of Hiogo. The French Minister is believed to advocate the opening of Hiogo only, on the ground that it will be impossible to protect foreign residents in Osaka, the water in that part of the bay not being deep enough to allow of the near approach of our men-of-war. Without the opportunity of forming an opinion on the spot upon this point, it is hardly possible to say whether some part of the city of Osaka cannot be efficiently protected by troops, without the assistance of a naval force, but it is most unlikely that this cannot be done; and the charts show very clearly that, should Hiogo only be opened, the isolation of foreigners from "all classes of Japanese," which it is the constant endeavour of the Shiogoon's Government to secure, and which it should be the constant aim of our representatives to prevent, would be very efficiently provided for. Hiogo is situated on one horn of the bay, and the extreme point is formed by a low spit of land, quite commanded by Japanese forts. It is here that the Shiogoon will most likely recommend the establishment of the foreign settlement. We have had quite sufficient experience of the disadvantages of such a situation as this in Yokohama, and it is most earnestly to be hoped that Sir Harry Parkes will resist alike the arguments of his colleague and those of the Ministers of our Japanese ally. M. Roches' motives are easy to fathom. The objection of the French army to garrisoning such distant stations as these is notorious, and residents in Osaka will have to be protected by a British regiment. The Frenchman may well object to an arrangement which will give his rival in their contest for influence with the Council of the Shiogoon—perhaps shortly with that of the Mikado—the inestimable advantage of the presence of a material, visible force to back his will. At Hiogo, the *Guerriere* could anchor alongside of the *Rodney*, and the Governor would have a wholesome fear of both; but in case of difficulty at Osaka or Kioto, the lead would indubitably be taken by him who had the command of a thousand bayonets.

CHINA.

TIENTSIN.

A correspondent at this port writes as follows, under date April 12:—

Sir Rutherford Alcock intends visiting the coast ports in May, or some time during the year. People generally are bethinking themselves what grievances we want redressed as the time approaches for revising the tariff. We have commenced already asking for a reduction of the coal duties.

The coal has been tried by several of the steamers, and both bitumen and anthracite are said to be of the best quality for steam purposes, as far as a trial on a very small scale can be said to try them. At present we cannot get enough to try them on a large scale for want of carriage. With railway communication, and the mines worked on scientific principles, we could lay these coals down here, or at Taku, at or under 5 taels per ton; but at present we have only mules and camels as far as Tungchow, and water communication which at present will not admit of more than boats carrying 200 piculs each, and we are not allowed to work the mines. Shansi is full of the best iron and coal, the best description of coal lying at our feet, but we are not allowed to touch it. With the country open to us, Tientsin will be one of the first to profit by it, and more largely than most places.

Steamers are bringing up large quantities of shirtings and getting for them tls. 14 per ton of 40 feet—double the price a sailing vessel gets to bring them from London to Shanghai. When will you be wise and send them on direct? Our silver is five per cent. above that in Shanghai, deduct for freight and insurance, and still we lay the Sycee down at Shanghai at four per cent. over them. We have 14 feet on the bar at spring tide high water; 12 feet can come up to Tientsin. We had seven steamers and 23 sailing vessels arriving in March, and six steamers and twelve sailing vessels left. Amongst the imports in March were—60,700 p. Grey Shirtings, 24,950 White Shirtings, 1,600 Blue do., 3,300 White Spots, 3,255 White Brocades, 1,550 Dyed Spots, 5,990 Dyed Brocades, 9,259 Chintzes, 3,150 T-Reds, 3,670 English Drill, 3,860 do. American, 870 do. Dutch, 21,198 T-Cloths, Spanish Stripes 558, Long Ells 320, Camlets, English, 670, Lastings 9, Lastings Crape 605.

SHANGHAI.

The dates by the present mail are no later than those brought by the French mail. The following is a more detailed account of the proposals of Dr. Macgowan in laying telegraphs in China:—

Among the papers read at the meeting of the Asiatic Society, held on the 18th inst., was one by Dr. Macgowan, Commissioner of the East India Telegraph Company, giving amongst other interesting information some statistical notes on the steamers sold to Japanese Daimios, with remarks on the condition of that empire.

After the conclusion of the paper, information having been requested of Dr. Macgowan respecting the prospect of telegraphs in China and Japan, he remarked that with regard to Japan he found the Government of Yedo well disposed towards the enterprise, which, but for the death of the Mikado, would probably by this time have arranged for the construction of a line between Yokohama and Yedo. He believes that the time is not distant when Japan will be connected by telegraph with the Russo-American line at the Amoor, and he thinks it not unlikely that Shanghai may, by means of a cable to Japan, find its readiest channel of communication with America to Europe.

With regard to China he holds that submarine telegraphy along the coast, as advocated by the newspapers of Shanghai and Hong Kong, is preferable to a land line. That even were a concession for a land line to be made by the Imperial Government, such a line could not compete with a cable, nor even supersede it. The East Indian Telegraph Company, which he represents, has advised him of its having decided to order the manufacture in England of the requisite amount of cable. He proposes to connect the Woosung shore-end with this city by an air line extending along the road constructed by foreigners from Shanghai to that point, which he is confident can be done without much popular opposition; and that no official obstruction can thwart him, as the Imperial concession for a submarine cable necessarily includes the privilege of extension to the company's offices; but as some local functionary might prove unfriendly to the enterprise, he looks to next year's revision of the treaties as certain to ensure a remedy for all the ills that telegraphy may be heir to in China. At Nanking, which he visited in the United States steamer *Wachusett*, he failed to accomplish anything, owing to the absence of the provincial authorities. He is now about to proceed to Peking to prosecute his undertaking in that capital. In view of the strides which submarine telegraphy is making, he looks forward to a telegraphic connection of the continents separated by the broad Pacific, and urges the taking of deep sea soundings at an early day to ascertain the character of its bed, both in the general interests of science and of ocean telegraphy. Assuming that its bed and its depth present no insuperable obstacles, the work can be best accomplished by a line in five sections:—Hong Kong to Luzon, 420 miles; Suez to Guam, 1,280; Guam to the Nadick Group, 1,500; thence to Honolulu, 1,920; and thence to San Francisco, 2,080; making in all, 7,200 miles.

The interruptions to which telegraphy is exposed in the tropics, and the greater ones to which it is liable in the icy regions of Russian America and Siberia, render it probable that, ultimately, preference will be given to ocean telegraphy for girding the globe. There are now 153,000 miles of telegraph lines in the world, 3,000 of which are in India, 60,000 in Europe, and 90,000 in America. [Dr. Macgowan forgot the nearly 3,000 miles in Australia.]

In the Bankruptcy Court, before Sir Edmund Hornby, Chief Judge, K. R. Mackenzie came up to pass his last examination and make application for his order of discharge. The bankrupt's accounts were handed in and sworn to, the deficiency being 33,745 tls., assets, 205,880 tls., and liabilities 239,625 tls. The following debts were proved:—Commercial Bank, tls. 7,555.39—admitted. The Central Bank of India applied to increase their proof by tls. 1,513.90, in consequence of an allowance made by them for repairs to the purchaser of a hong at Hankow which the bankrupt held as security. The assignees not objecting, the proof was increased accordingly to tls. 8,433.03—admitted. Hyde and Jones, per Attorney S. W. Hyde, claimed tls. 14,209.72—admitted. Hong Kong and Shanghai Banking Corporation claimed for tls. 12,000, subject to the sale of security, held by them in respect of the debt—admitted, subject to an application for leave to sell if necessary. Chartered Bank of India claimed taels 13,126.24, balance of account, subject to any dividend payable from the estate of

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Ballance and Hallam, jointly liable on a promissory note with the bankrupt. Hall and Holtz claimed taels 733.3 balance of account—admitted. No opposition was offered. The assignees stated that the cause of the bankrupt's losses were depreciation of land and produce, failure of the parties jointly interested in promissory notes, and misappropriation of money by Chinese. Order of discharge granted.

In the case of S. Clifton, a bankrupt reported in our last issue, the creditors, at the suggestion of Mr. Robinson, agreed to ask the official assignee to declare a dividend of 4 mace in the tael, which was accordingly done.

A paragraph appears in the *Friend of China* to the effect that the *Comptoir d'Escompte* had recalled their managers and assistants. There is no foundation for such a statement. The managers at Hong Kong and Shanghai applied for leave, and are at present in Europe, the business of the branches being carried on by successors.

The following is the report and balance-sheet of the China Fire Insurance Company alluded to in our last issue :—

The directors have the pleasure to lay before the shareholders a report of the company from 1st January to 31st December, 1866, and a balance-sheet showing its position at the latter date.

It appears from the accounts, which have been duly audited, that there was at credit of the company a balance, exclusive of capital, of Tls. 105,567.22.

The business of the company for the past 12 months has shown (notwithstanding the general depression of trade) an increase upon that of the preceding year of upwards of Tls. 22,000, that is to say, in Shanghai, Tls. 13,481.12, and at the various ports, Tls. 8,738.57.

In referring to the loss at Yokohama the directors regret that the company should have suffered so severely, and have to inform the shareholders that all claims have been settled, and were most strictly examined into before payment.

In accordance with the provisions of the deed of settlement, the term of office of the directors expires this day, but they are eligible for re-election.

Balance-sheet, 31st December, 1866.

Dr.	Taels.	Taels.
To paid up capital on 400 shares		200,000.00
„ reserve fund on 31st December, 1865 ...	196,816.35	
less amount at Dr. of working account 31st December, 1866, brought forward ...	91,249.13	
		105,567.22
„ suspense account		186,483.13
	Shanghai Taels	492,050.35

Cr.	Taels.	Taels.
By cash on interest at 7 per cent. per annum—		
with Chartered Mercantile Bank ...	100,000.00	
with Comptoir d'Escompte de Paris ...	124,000.00	
„ Hong Kong and Shanghai Banking Company	100,000.00	
„ Oriental Bank Corporation	124,591.91	
		448,591.91
By cash in account current with Commercial Bank Corporation	5,417.95	
„ in secretary's account with Commercial Bank Corporation	3,350.93	
„ in account current with Hong Kong and Shanghai Banking Company ...	24,524.42	
„ in secretary's account with Hong Kong and Shanghai Banking Company ...	452.62	
„ in dividend account with Hong Kong and Shanghai Banking Company ...	550.00	
		34,295.92
By cash in hands of various agents		6,343.86
„ five shares in Hong Kong Fire Insurance Company, $2,500...	1,860.00	
„ office furniture	287.03	
„ fire engine at Hankow	671.63	
		2,818.66
	Shanghai Taels	492,050.35

Working Account, 31st December, 1866.

Dr.	Dollars.	Taels.	Taels.
To premia collected to 31st December, 1866—			
Shanghai			58,349.24
Hong Kong	43,522.44	31,346.37	
Yokohama	16,266.90	11,712.16	
Hankow	—	10,336.36	
Foochow	9,561.63	6,884.35	
Nagasaki	8,867.29	6,383.45	
Ningpo	3,095.68	2,228.88	
Amoy	2,902.23	2,090.80	
Tientsin	—	1,931.87	
Kiukiang	—	1,564.48	
Swatow	1,221.65	879.60	
Chefoo	—	510.89	
Newchwang	—	187.50	
			76,069.61
To interest account			29,721.01
„ profit on exchange			1,074.35
„ balance to be transferred to reserve fund			91,249.13
		Shanghai Taels	256,463.88

Cr.	Taels.	Taels.
By charges in Shanghai—		
„ house rent, repairs, and taxes	1,587.47	
„ advertising, printing, and stationery ...	493.59	
„ retaining fee to solicitor	300.00	
„ law expenses	467.00	
„ subscription to fire brigade	400.00	
„ auditors' fees	400.00	
„ office expenditure	674.74	
		4,322.36
By salary of secretary	3,000.00	
„ „ assistant	1,200.00	
		4,200.00
By charges at various agencies—		
„ Hong Kong	174.63	
„ Yokohama	99.72	
„ Ningpo	85.69	
„ Hankow	3.00	
		363.04
By commission to agents		7,684.38
„ re-insurance		2,390.40
„ dividends on 400 shares at Tls. 50 per share		20,000.00
By losses and claims—		
„ Shanghai	17,692.53	
„ Hong Kong	6,624.00	
„ Yokohama	193,176.87	
„ Foochow	6.36	
		217,502.76
	Shanghai Taels	256,463.38

FOOCHOW.

Another attack has been made on foreigners at Foochow. The *Advertiser* says :—"Two gentlemen left their boat for a stroll on the bank of the river near Kushan and on passing through a village were attacked by the villagers without the slightest provocation having been offered. It appears that the Chinaman who commenced the attack made some impertinent remarks to the gentleman he met first, and on meeting the other, who was some little way behind his companion, he boldly confronted him in a menacing attitude, and while making a feint with one hand, with the other he snatched at the gentleman's watch chain and managed to secure it. The two gentlemen then went up a hill with the view of ascertaining the most direct route to their boat, and finding it necessary to come down the same side of the hill, they were met by their enemy, who pleased with his former success, had called in the aid of his friends in the village, nearly thirty in number, to secure the remainder of the spoil, an attempt in which they succeeded. At this time the assailants were armed with bamboos and other weapons of a more dangerous character usually to be found in a Chinese village, and one of the gentlemen was struck several times, knocked down and trampled on. We are glad to learn however that he sustained no serious injury, which was not unlikely to have been the result of such treatment. On receiving notice of the occurrence H.B.M.'s Consul despatched a gentleman, in the consular service, with some Chinese officials to inquire into the matter; the latter we understand entered the village and succeeded in recovering some part of the stolen property, but neither the rascal who first perpetrated the attack nor any of his aiders and abettors were secured. We trust H.M.'s Consul will not rest satisfied with the mere recovery of the stolen property, but will insist upon the principal offenders being brought to justice."

HONG KONG.

Dates are down to the 29th of April (Monday). The French mail of March 17 arrived out on the 28th of April.

The following on the subject of the new treaty ports is from the *China Mail* :—"Rumours, apparently well grounded, are in circulation that within a few days or weeks two new ports will be added to the list of those open by treaty, viz., Nanking and Kiung-chow, in Hainan. The opening of the former place has been long expected, and nearly two years ago measures were taken by the British authorities to secure a suitable site for the future settlement. Of Kiung-chow less is known than of Nanking, but judging from the reports to hand, it would seem to present a more favourable opening for commercial enterprise than the ancient capital of China ; and this chiefly from the island of Hainan being to a great extent beyond the range of those adverse official influences which may be expected for some time to restrict European enterprise at Nanking. At the time of Kiung-chow being inserted in the list of ports to be opened, it does not appear that our authorities possessed any very definite ideas of its resources or capabilities, and even to the present day our knowledge of Hainan is chiefly based upon the reports of shipwrecked sailors (who have generally been well treated), or of those who, conceiving that their own rendering of the treaty was a sufficient warrant for frequenting its port,

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have constantly and successfully run the gauntlet of the Chinese mandarin junks, and by the magnificent gunboats which, by a pleasing fiction, have been lately supposed to do duty as preventive vessels.

The formation of Hainan is mountainous, but it possesses many well cultivated level spots. The thick forests which cover a large portion of the island are inhabited by an aboriginal race who gave for many years considerable trouble to the Chinese authorities. The east coast of the island does not appear to afford any good anchorages, nor, with the exception of Kiung-chow, do the few ports on the north, west, and south sides offer inducements to mariners to frequent them. Dr. Williams, in his "Commercial Guide," 1863, states that the productions of Hainan "comprise cocoa-nuts, betel, fruits, sugar, cotton, salt, lacquer-varnish, beeswax, tanned hides, and rice; gold, silver, pearls, sapanwood, tortoise-shell, and many kinds of fine cabinet wood, we found in or near the island." The list of articles comprise some important items, but there is little information as to the quantity produced. When foreign trade shall have been fully opened, however, these particulars will be speedily ascertained.

It is impossible to predict with any certainty whether mercantile houses will be inclined to establish agencies at Hainan, should the report we have referred to prove true, but for our own part we do not think that many will avail themselves of the privilege for at least some time to come. The state of the financial world in China just now is unfavourable to fresh enterprise, and the few who seek to take advantage of the clause permitting trade at that place will probably find that they hold the monopoly of any trade which may arise. Still, as another step towards the final opening up of the country, we cannot but be glad to learn that Hainan is likely to become fully accessible to foreigners.

Turning to Nanking, reasons of a very different nature account for the satisfaction with which we learn that foreigners will ere long be allowed to reside at the once famous city. As a political centre of foreign action it will be invaluable, and the benefits of its being brought within the range of European influence will be felt by the Chinese even more than by ourselves. Rebellion and rapine must recede before the steps of Western civilisation; and as the bear, the panther, and the serpent retreat before the settler's hut in Western America, so will the appearance of foreigners at Nanking put a stop to the dangers from rebels and Nienfei, which for so many years have harassed the southern capital. As a place of trade we do not think that Nanking is likely, for at least many years, to compete with the more important open ports in its neighbourhood, unless indeed it becomes, like a second Shanghai, a refuge for the wretched country people who have suffered alike for years from rebel and Imperialist. Its opening will, however, mark another step in the onward progress of China, and as such, the accomplishment of that event will be welcome news to all.

We have to acknowledge the receipt of Parts III. and IV. of *Notes and Queries*, containing a very interesting paper on the "Distribution of Gold in China," &c. We have also received a specimen sheet of the *China Punch* to be published at the *China Mail* office, Hong Kong.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates hence are to the 7th May. The outward mail of the 26th March was delivered on the 28th April, with London telegrams to the 13th April. The following summary of news is from the *Straits Times*:—His Excellency the Governor returned from his trip to Malacca on the 30th April. A meeting of the Legislative Council was held on the 4th May, when a few local measures were brought forward. The new order of things appears to be working very smoothly. The disturbances which lately broke out in the native province of Klang in the peninsula still continue, and it would appear are causing considerable hardship to the Chinese British subjects who have made their domicile there. No clear account of the *casus belli* has as yet been made public, but it would seem that European influence has been more or less at work, if not to bring about the disturbances, at least to prolong them. As far as can be gathered, a dispute has arisen between the Sultan and his Rajah regarding the revenue of the province; the latter it seems has collected the revenues and sticks to them, refusing to pay over to his hereditary superior. Whether the Rajah is right or wrong, he has obtained apparently command of the position, and has secured through European influence the loan of a small British steamer (the *John Bull*) with which he maintains, it is said, a tolerably effective blockade of the river Klang—thus preventing any effective attack on the part of his adversaries. The country in the meantime is thrown into a condition of anarchy, completely paralysing industry, and entailing great hardship upon the tin miners and their families; indeed, from the reports which reached Malacca, it was considered advisable to charter a steamer and load her with rice for the relief of those who were starving, and to bring back the wives and families of British subjects. So effective, however, was the blockade of the River established by the Rajah, that the steamer could not ascend to the villages and was obliged to return. However, H.M.S. *Rinaldo* and the Government steamer *Pluto*, were despatched to conduct supplies to the people who are starving, and also to put an end to the interference in the blockade of the British steamer at first alluded to. Doubtless this prompt action will have a salutary effect.

A very interesting discovery has been made by the police, which leads to the detection of the perpetrator of a robbery of jewels that took place on board the steamer *John Bright* some months ago on her voyage from Bombay to Calcutta, and which has hitherto remained a mystery, casting very painful suspicion upon innocent men. The perpetrator was the second officer of the steamer at the time, and, singularly enough, not a breath of suspicion appeared to have attached to him, though the most searching investigation was made in Calcutta. How he effected the theft has not yet appeared, but from Calcutta he proceeded still in the *John Bright* to China, and being there discharged, returned to Singapore, where he has been living since. A few nights ago, in an hour of conviviality, he became communicative, and, singularly enough, selected one of the deputy inspectors of police for his confidante. Bit by bit the whole story came out, and the jewels were displayed under the seal of good fellowship, a delusion on the part of the thief which was rather rudely disturbed by the return of the deputy inspector, an hour after their parting, with a posse of police. The man was at once arrested, and after examination before a magistrate committed to gaol, About Rs. 15,000 worth of jewels have been recovered.

Births, Marriages, and Deaths.

(Announcements for subscribers are made free of charge.)

BIRTHS.

GOODWIN—On the 10th April, at Shanghai, the wife of C. W. Goodwin, Esq., of a son.
MACPHERSON—On the 24th April, at Singapore, the wife of Mr. G. Macpherson, Army Schoolmaster, of a son.
SCRYMGEOUR—On the 25th April, at Grange-road Bungalow, Mrs. J. S. Scrymgeour, of a daughter.

MARRIAGE.

MURRAY—AH-HAE.—On the 8th April, at the United States Consulate, Ningpo, by the Rev. E. C. Lord, James S. Murray, Esq., to Miss Tsin Ah-Hae.

DEATHS.

ODOBERTIS—On the 20th April, at the Christian Brothers' School, Singapore, Rev. Brother Odobertis, aged 32 years.
STEWART—On the 21st April, at Penang, Mr. William Stewart, late of Singapore, aged 71 years and 6 days.

EXPORT OF TEA AND SILK TO GREAT BRITAIN.

1866-67.

	From Kanagawa & Nagasaki.	From Shanghai and Hankow.	From Foochow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	SILK. Total Bales.
From June 1 to March 31, 1867	919887	54865250	47546475		12400163	115781775	—
Corresponding period last season	1112250	49829983	46784080	747284	14250935	112724432	60318

SHIPMENTS SINCE.

	Ship.	From.		
April 15 ...	Hugh Fortescue	... Canton	... 484,266	
„ 18 ...	Vanguard	... Shanghai	... 740,624	
„ 24 ...	Kosmos	... Canton	... 209,791	
„ 28 ...	Alphee (Fr. ml. st.)	... Shanghai	... —	476
„ 29 ...	Ottawa (ml. st.)	... Do.	... —	131

The total export to 13th May reported by telegram is 117,000,000, which corresponds very nearly with our own statement.

TO UNITED STATES.

							Pcls.
From June 1 to March 31, 1867	...	...	...	...	...	32267632	519
Corresponding period last season	...	...	...	...	...	30389550	—

SHIPMENTS SINCE.

	Ship.	From		
April 11 ...	Windward*	... Canton	...	28,260

* Put back to dock, having grounded in the Canton river.

TO THE CONTINENT

							Bales
From June 1 to March 31, 1867	...	...	...	...	...	1676397	—
Corresponding period last season	...	...	...	...	...	—	—

SHIPMENTS SINCE.—None.

TO SAN FRANCISCO.

						Tea pkgs	Boxes
From June 1 to March 31, 1867	...	...	...	...	...	49948	106
Corresponding period last season	...	...	...	...	...	43118	504

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TO AUSTRALIA.

From June 1, 1866, to March 31, 1867 ... ... 10,757,798 lbs.
Corresponding period last year 10,436,897

SHIPMENTS SINCE.

	Ship.	From	
April 21	... Atrevida	... Hong Kong	... 31,600
„ 23	... Joshua Bates	... Do.	... 25,476

TO GREAT BRITAIN.

	Tea—lbs.	Silk bales China & Japan.
From 1843 to 1844.....	51,022,600	...
„ 1845 to 1846.....	57,334,200	18,604
„ 1850 to 1851.....	63,972,000	22,143
„ 1853 to 1854.....	77,327,800	61,280
„ 1855 to 1856.....	92,240,300	59,481
„ 1857 to 1858.....	76,990,255	68,315
„ 1858 to 1859.....	65,789,792	83,134
„ 1859 to 1860.....	85,560,452	64,169
„ 1860 to 1861.....	90,066,160	70,644
„ 1861 to 1862.....	109,854,040	79,199
„ 1862 to 1863.....	121,273,580	72,887
„ 1863 to 1864.....	117,463,586	46,603
„ 1864 to 1865.....	121,236,870	32,313
1865 to 1866.....	115,333,042	62,890

EXPORT OF SUNDRIES TO GREAT BRITAIN.

	Cotton Piculs.	Wool Piculs.	Camphor Piculs.	Cassia Piculs.	Aniseed Oil Boxes.	Japan Wax Piculs.
From June 1 to March 31, 1867	2776	...	50	135	92	45

SHIPMENTS SINCE.—None.

TO THE CONTINENT.

	Cassia Piculs.	Aniseed Oil Boxes.	Camphor Boxes.	Preserves Boxes.	Galangal Piculs.	Crackers Boxes.
From June 1 to March 31, 1867	10541	75	400	1560	506	480

SHIPMENTS SINCE.—None.

TO THE UNITED STATES.

	Crackers Boxes.	Matting Rolls.	Fans Boxes.	Cassia Piculs.	Silk Pongees Pieces.	Wool Piculs.
From June 1 to March 31, 1867	197062	80732	6249	17729	2635	...

SHIPMENTS SINCE.

April 11 Windward	16000	5653	

TO SAN FRANCISCO.

	Emigrants Number.	Sugar Piculs.	Rice Piculs.	Crackers Boxes.	Matting Rolls.	Opium Prepared Taels.
From June 1 to March 31, 1867	1654	...	71179	12524	4050	446151

TO AUSTRALIA.

	Emigrants Number.	Sugar Piculs.	Oil Piculs.	Matting Rolls.	Prepared Opium Taels.	Crackers Box
From June 1 to March 31, 1867	170	...	3008	2718		...

SHIPMENTS SINCE.

Apr. 21 Atrevida	—	...	—	...	465	... 300
„ 23 Joshua Bates	267	...	—	...	662	

The picul is 133⅓ lbs. weight; the tael at Shanghai is equal to 1 dollar and 40 cents, and is divided into decimal parts of ten.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Yokohama . . .	6 months' sight.	4s. 4¼d. to 4s. 5d.	4s. 5¼d. to 4s. 5½d.
„ . . .	4 ditto	4s. 4d. to 4s. 4¼d.	4s. 4¼d. to 4s. 4½d.
At Shanghai . . .	6 ditto	6s. 0¼d.	6s. 0¼d. to 6s. 0¾d
„ . . .	4 ditto	6s. 0d.	
At Canton . . }	6 ditto	4s. 6¼d.	4s. 7d.
At Hong Kong . . }	4 ditto	4s. 5¼d.	4s. 6¼d.
At Macao . . }			
At Singapore . . .	4 ditto	4s. 5¼d.	4s. 5¾d.
At Manila . . .	6 ditto	4s. 4¼d.	4s. 5¼d.

At Shanghai, bills on India, Rs. 297 per 100 taels. At Hong Kong, Rs. 218½ per $100. Bar Silver at Shanghai, tls. 111·3·0; at Hong Kong, 11 per cent. premium. Mexican dollars at Shanghai, tls. 74·05 per 100; and exchange on Hong Kong, 27 discount. Hong Kong and Shanghai Bank shares new, 3 per cent.; old, 6 per cent. dis.; Gas Company, par; Hong Kong and Whampoa Dock, 20 to 30 per cent.; Steam Shares, 10 per cent. dis.; Union Dock Company, 30 per cent. dis.; China Traders' Insurance, 1½ per cent. premium.

COMMERCIAL REPORT.

CHINA AND JAPAN EXPORTS.

TEA.—FOOCHOW.—The market report of Messrs. Rusden, Phipps, and Co. says:—The only settlements have been—Congou, 222 chests at 15 to 17 taels. Souchong, 50 chests at 29 taels. The *Fuike Senior* sailed for Sydney with 245,000 lbs. on 28th March, closing the season. Their review for the season is as follows:—In commenting on the course of our market during the season now closed, we think a remark or two necessary on the complaints now made so continually at home on the deterioration in the quality of tea of late years. In London this is usually attributed to hasty manufacture; but we do not think that this is more than an accidental assistant to the real cause. We believe that it will invariably be found that whenever the cost of the leaf is greatly enhanced by excessive competition that the teas will be proportionately inferior. Then the high price is a double reason for insufficient picking; first, to increase the quantity, and, secondly, to lessen the cost of his tea. The competition deprives the manufacturer of the requisite quantity from the districts which produce the aromatic leaf on which he depends to give his tea a flavour, and he is compelled to make up the quantity from inferior districts, for which, too, he is probably compelled to pay an extravagant price. Another complaint made in England is that shipments are hurried forward so early in the season. Though, no doubt, other causes have assisted to produce this effect, the principal reason, we apprehend, that the teas are shipped off earlier is the increased facilities of communication arising from the present proximity of the shipping ports to the producing districts. The production of the first crop was large; nearly fifty per cent. more than the previous season. The very dry weather lessened the production later on, but had it not been for the continued bad accounts received from home our total supply would have been 60,000 chests in excess of season 1865-66.

CONGOU.—The quality of the teas appeared to be above the average, particularly as regards strength, but from the causes mentioned above, aggravated by the heavy rains that obtained during their manufacture, they have outturned in England in a very disappointing manner to shippers, few of them improving (as first crop Kaisows usually do) on the voyage, and many of them actually deteriorating. The market was opened on the 24th May at 37½ taels for Suey Kuts and Kiennings, an unprecedentedly large business was done until on the 10th June the startling intelligence of Overend, Gurney and Co.'s failure was received by telegram. (Prices for Sa Nues went as high as 42, and for Soomeo and Chingho teas as 46 taels short.) This, however, caused but a temporary lull, for on prices giving way 4 to 5 taels, purchases were resumed and continued until nearly the middle of July, when partly in consequence of Australian orders, prices recovered about 3 taels. Towards the latter part of July rates were barely maintained for the lower grades, while the better kinds remaining declined 2 to 3 taels. During August common kinds were in less demand, while as the better grades became scarce they showed an advance of 1 tael. In September the market was generally quiet, though a few large purchases just after the middle of the month enabled teamen to maintain prices of the better kinds. Common sorts, however, were nearly a tael cheaper. Unfavourable advices from home checked business during October, until the teamen, as stocks had largely accumulated, lowered their ideas, and towards the end of the month a large business was done at 1 tael decline for common and 1½ taels for flavoury. During November a large business was done, but, as teamen were anxious sellers, without any advance in price. Disastrous telegrams received in the beginning of December had the effect of almost stopping business, and at the end of the month the teamen lowered their demands. A large business was consequently done at a reduction of 1 to 2 taels, which caused a reaction in prices of about a tael in the beginning of January. The arrival of the 10th of November mail caused a decline of half a tael, which induced a large business, under the influence of which prices advanced 2 taels during the month. The stock was so reduced at the beginning of February that teamen were able to obtain a further advance of a tael for the few parcels remaining.

SOUCHONG.—The quality of this description was very inferior. The market was opened early in July at 48 taels for burnt tarry kinds. This price being generally considered extravagant, the next settlements were made a fortnight later at 6 taels reduction, and at these rates, the teas being still generally considered too dear, but little business was done until the end of August, when considerable excitement took place, and settlements were large, at only about 2 taels decline, and all chops approaching fine quality were cleared off. During September but little demand existed, but in October buyers were attracted by the lower prices asked, and some quantity were settled at a reduction of about 3 taels; but as their freshness had gone off, prices were only nominally lower. During November a further fall in the price of about 3 taels induced buyers to clear off the greater part of the stock, and the remainder was taken during December and January, latterly at an advance of 2 taels.

PEKOE.—The qualities were inferior, the "even leaf" teas being brown instead of black. The market opened at the end of June at 40 taels for even leaf, and 29½ for mixed leaf. There was very little inquiry for these kinds for Europe, though parcels continued to be taken occasionally until October. Then a demand sprang up for common qualities for the Bombay market, which continued, though not briskly, until January. One or two parcels of fair quality were taken for Europe in December.

OOLONGS.—The quality of the fine grades was superior to late seasons, but the bulk of the crop again had a strong affinity in flavour to Ankoi tea, we presume on account of the high price of the leaf. Some quantity of the fine kinds were settled in May and the beginning of June for the English market at 27 to 39 taels. The market then remained quiet until the middle of July, when a few were taken for San Francisco at a reduction of 4 taels. About the middle of August the market was opened for the United States at 30 taels for fully good cargo, and a large business was done in the finer grades, while lower kinds were neglected. During the latter part of September and October but little was done, the finer grades having been cleared off and teamen asking more than buyers would give for cargo kinds; but in the beginning of November a large business

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was done at a fall of fully 4 taels, the cheapest parcels showing a reduction of 6 taels. A steady business continued to be transacted at about previous prices until the stock was cleared off at the end of December.

SCENTED.—The quality was fully up to the average. A few parcels of fine and curious were taken in May and early in June at 35½ to 36 and 43½ to 48 taels. The teas, as usual so early in the season, though fine, had scarcely any scent. During June a reduction of 2 taels in price took place, and the scent improved. A steady business continued to be done at about the same rates during July and August. In September a further reduction of 2 taels was established, which caused a continuation of the demand, but in October, it being then ascertained that the supply would be less than the previous season, higher rates were demanded, and the business at the end of October and first half of November was confined to broken leaf kinds. At the end of November prices fell 2 taels, but as the scent was getting poor, and the tea was inferior, the reduction was only nominal.

SHANGHAI.—The following is from the report of the *North China Herald*:—

BLACK TEAS.—Nearly the whole of the small stock of Tea left on the market has been taken, and the season may be considered closed. Purchases have been made at rather easier rates. Teamen being quite ready to meet buyers. The sales comprise, at Exchange 6s. 1d. and Freight £3 per ton:—2.500 chests, Ningchow, common to fair, at taels 19.5 to taels 21.5., equals, 1s. 1d. to 1s. 3d. Re-shipments, none. Stock, 450 chests, against 650 chests at the same date last year. Total Settlements, with re-shipments from the river ports, from the 1st June 1866 to date, 329.000 chests against 272.000 chests last year.

GREEN TEAS.—The settlements are again less than for the previous fortnight, although teamen are getting so anxious to get back into the country, that while some have shipped the remainder of their stock on their own account to England, the rest are quite willing to accept a considerable decline even on last mail's rates. The settlements comprise:—500 half-chests fair Moyune at tls. 33; 1,100 half-chests common to fair Fychow and Teenkai, 20 to 28.

HANKOW.—The only settlement of the fortnight was one chop Oopack, 460 chests, at 15 taels. By this sale the stock was reduced to 2,000 chests. Should the weather continue favourable, we shall be able to announce next mail that picking the leaf has commenced. About four-fifths of last year's number of hongs have been opened in Oopack and Oonam, but the amount of foreign money sent up country for contracts has been curtailed in much greater proportion. Statistics are:—

	Arrivals.	Settlements.	Stock.
1866-7 ..	372.200 chests.	.. 370.200 chests.	.. 2,000 chests.
1865-6 ..	325.600 „	.. 325,600 „	.. nil „

KIUKIANG.—Under date the 17th we hear that there was no change to report in either the Black or Green Tea markets at this port. The expected arrivals of Green Teas have been diverted to Chinkiang, and there has been nothing to direct attention to the small parcels on the market. As regards the new season it is reported that twenty-three hongs have been opened at Ningchow, where some leaf has been bought at prices laying down the tea at Tls. 28 in Kiukiang, as against Tls. 40 last year. The market generally, however, was not yet open.

	Arrivals.		Settlements.		Stock.	
	Black.	Green.	Black.	Green.	Black.	Green.
1866-7 ...	151.800	157.300 ...	151.500	157.000 ..	300	300 pkgs.
1865-6 ...	95,600	146,700 ...	95,600	146,700 ...	nil.	nil.

CHINKIANG.—The stock remains at 3,000 packages, which the native merchants are getting anxious to sell. No disposition of them, however, has been made as yet.

Export of Tea from Shanghai and Yangtze ports (in lbs.)

To Great Britain, direct—	Black.	Green.	Total.
Export from 1st June, 1866...lbs.	46,662.517	8,311,227	54,973.744
Vanguard ... ... „	343,388	406,236	749,624
Total from 1st June, 1866, to date ... ...lbs.	47,005,905	8,717,463	55,723,368
Against total export same period 1865-6 ... ...lbs.	41,846,185	9,691,119	51,537,304
To North America—			
Export from 1st June, 1866 ..lbs.	25,221	14,605,272	14,630,493
Total from 1st June, 1866, to date ... ...lbs.	25,221	14,605,272	14,630,493
Against total export same period 1865-6 ... .. lbs.	—	11,659,041	11,659,041

CANTON.—The report is as follows:—

The market has been quiet, the only settlement in Country Congous being one chop at tls. 23, this shows about the same value as reported last mail. In Country Greens there is nothing further to advise. Canton-made Teas: Some 2,000 boxes new make Congou have found buyers at from tls. 23.5 to 26, these all show fair value. About 200 boxes Sichue have been taken for India at tls. 30, an extreme price. These Teas are now coming fairly on the market, and, as a rule, are being bought at reasonable rates. Scented Teas: Musters of Scented Capers are now being freely shown; make and liquor are fair, but scenting at present is deficient; for that fault there is no excuse, as the flower is now cheap and plentiful; doubtless as fresh parcels are brought forward this will be remedied. Some few musters of Scented Orange Pekoe have been shown and extreme rates asked; they, however, attract no attention whatever, being of medium class only. No transactions have yet transpired in new season's Scenteds. Canton Greens: Musters of new Gunpowder are now plentiful, but receive no attention. A few settlements of old seasons' teas for the Continent are reported. Quotations and settlements are as follows:—Country Congou, 1 chop, tls. 23; Country Greens, none; Canton Congou new make, 2,000 boxes, 23.5 to 26; do., 200 boxes, 30; Scented Caper (old season's), 500 boxes, 12; Imperial, 260 boxes, 23; Hyson, 100 half-chests, 28; Young Hyson, 100 half-chests, 30.

YOKOHAMA.—A fair amount of business has been done in the tea market at rates which show no variation from former prices. The stock of tea is very much reduced, and there are reports about that a large quantity has been destroyed in the country, and some of the plants also damaged by the late inclement weather, which, if believed by the merchants, would tend to strengthen the market materially; the stock of tea in Yeddo is also said to be small. The selection of tea here is very poor. Settlements are estimated at 2,800 piculs. Quotations: Good common, $15 to 18; medium, 20 to 24; good medium, 25 to 29; fine, 30 to 34; finest, 35 to 40.

SILK.—In CANTON there is nothing doing, and quotations are quite nominal. Should the weather continue favourable a large yield may be expected of the first crop. Quotations are as follows:—Loonkong, No. 1, $550 to 560; Kowkong, $400 to 410; Cumchuck Lucklow, $485 to 490; Rereeled Cumchuck, $530 to 535; Punjum, $110; Tsatlee, No. 1, $580 to 600; Suelam, $350 to 360; Pierced Cocoons, $90; Waste Silk, Nos. 1 & 2, $75 to 65. Sundries: Quotations are as follows:—Cassia, $18.75 to 19; Cassia Buds, $40 to 42; Star Anniseed, $20 to 21; Anniseed Oil, $195 to 200; Rhubarb, $75 to 90; Sugar white No. 1, $8.70 to 8.80; Brown, 5.10 to 5.20.

SHANGHAI.—The transactions of the fortnight have been trifling, estimated at 50 bales, which have to be added to 150 bales settled at the close of last mail, but too late to be included in the estimate then given. Thus the fortnight's business has to be considered as 200 bales, say—105 bales Tsatlees, 20 do. Karshing Taysaam, 10 do. "Shang San" Taysaam, 50 do. Hainings, 10 do. Hangchow Tsatlee, 5 do. Tong Kong; total, 200 bales. Prices have been very irregular, but closing quotations show a further decline of 20 to 30 taels per picul. The unsold stock is estimated at 100 bales, and does not contain a single desirable parcel. The Chinamen report, the future supply from the interior will be very trifling, the crop may therefore now be considered virtually at an end, and the former estimate of 30,000 bales for the season, as realised. The hatching of the seed has commenced, and small musters of new silk may be expected down in about a month. The mulberry leaves are in advanced state this season, but any sudden change in the weather may interfere with their growth. Contracts for leaves have been entered into at unusually high rates, $1.30 to 1.60 per picul having been paid, which cannot be considered favourable for the opening prices.

YOKOHAMA.—During the earlier part of the fortnight prices, notwithstanding the paucity of transactions, remained without change. After the arrival of the mail of Feb. 10 the apprehension of a serious fall in prices at home which had hitherto prevailed being fully confirmed, the silkmen were compelled to give way. Some concessions on their part to the extent of from $20 to 40 had revived business a little, and prices were looking up again, when a rise in the rates of exchange and the increasing difficulty of selling bills, nearly brought it to a standstill. On the 13th inst. the French mail of February 19 brought news of such a character, that the market since then has been depressed and is likely to remain so until the Japanese greatly abate their pretensions. For the present, we can only report prices very weak at the quotations below:—Mybash and Sinchu, best, $890 to 920; do., medium, $830 to 880; do., inferior, $750 to 820; Ida, full sized, $700 to 750; Oshio, best, $800 to 840 nominal; do., medium, $730 to 780; do., inferior, $630 to 700; Koshio, best, none; do., medium, $720 to 760; do., inferior, $650 to 680; Sodai, best, $700 to 730; do., medium, $650 to 690; do., inferior, $600 to 640.

CHINA AND JAPAN IMPORTS.

CANTON.—The principal feature of the fortnight is a revival in the demand for Yarn, a brisk inquiry having sprung up, particularly for the lower numbers, and an advance of $10 to 15 has been established. The stock is now very limited, and holders are consequently very firm. Reported sales, 575 bales. Both Grey and White Shirtings are but little noticed, and quotations remain about the same as before. T-Cloths continue to be inquired for, and reported sales are about on a par with those of the last fortnight, rates are however no higher. In other Cotton manufactures there is no change to note. RAW COTTON.—In consequence of moderate supplies, cotton remains firm, with a steady demand for consumption. Rates are slightly advanced. WOOLLENS.—Long Ells: A trifling sale of scarlet is reported at about previous rates. SPANISH STRIPES—Have found buyers to a small extent at $0.97 per yard for heavy makes. CAMLETS.—Inquiry is on a small scale, and only the best makes are saleable. Sales for the fortnight, 300 pieces. LASTINGS have remained quite neglected. METALS and COALS remain much as last advised.

SHANGHAI.—GREY SHIRTINGS have been in rather more inquiry, and a fair number of pieces have changed hands. Eagle Chop realising taels 2.60 to 2.65, other brands about one mace lower. T-CLOTHS.—For the better kinds the demand continues good, and stocks of such are very limited, prices asked, taels 2.30 to 2.45. WHITE SHIRTINGS are more in demand, and limited stocks tend to firmness in prices. 64 reed may be quoted at taels 2 75 to 2.85. Fancy goods are neglected unless in special assortments, suited for the river ports. WOOLLENS.—Spanish Stripes: A few more sales (to the extent of about 600 pieces) are reported at 65 to 66 cents per yard. Total sales for the fortnight 2,600 pieces. CAMLETS.—Sales for the fortnight about 4,200 pieces at taels 13 to 14. Scarlet, gentian, and dark blue, have been placed at taels 14.30 per piece. LONG ELLS.—Prices have an upward tendency. Holders of HH assorted ask tls. 7.20 to 7.25 per pce. C.P.H. Scarlet can be bought at tls. 7.20 per pce. FIGURED ORLEANS.—Sales between 14,000 and 15,000 pcs. at a slight reduction on last mail's rates. CRAPE LUSTRES.—Fair sales at unchanged prices. LASTINGS.—There is no alteration in value, and only small transactions are reported. CRAPE LASTINGS have been placed to the extent of about 2,000 pcs. at rates ranging from tls. 5 25 to 10 20 per pce. METAL.—Iron: The demand continues to run on small sizes of Nail Rod, of which the stock is limited, large sizes neglected; suitable parcels command tls. 2.55 to 2.58. LEAD.—Receded in price, speculative holders having decided to realise. W.B., tls. 5.16 to 5 20; L.B. offered at tls 5; deliveries for consumption small. TIN PLATES.—Inquired for; tls. 4.60 to 5 per box. COALS.—The Helena Donner arrived with patent fuel from Cardiff, and the Anglo-Saxon from Sydney, on the 13th. Prices continue very high, arrivals not keeping pace with demand. Tls. 17 to 18 have been paid for Cardiff to satisfy

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pressing wants. English sold to arrive, tls. 13 has been accepted. American held for tls. 14. The Anglo-Saxon cargo fetched tls. 11.

YOKOHAMA.—The scarcity of money among native dealers continuing, we have again to report a limited business in most kinds of imported goods. As the value of the dollar, however, has slightly receded, clearances of goods previously sold have been made rather more freely. We have, however, to notice one symptom of improvement. The demand for cotton, rice, and arms is decidedly lessened, and the attention of our customers, for so many months directed strongly to these articles, appears now likely to revert to what we are inclined to think more legitimate, because staple, imports. This is not in consequence of new production, for this year's crop will not be ready for months, but in anticipation of the reopening of the old Governmental and official sources of supply to the common people. We may confidently predict that foreign speculators will find they have overstocked the market, and we expect soon to see re-shipments of the grain. As, however, the principal advantage accruing from the trade both in rice and cotton has lately been falling into the hands of the Chinese and other outsiders, we contemplate the collapse of this business with equanimity. It is certain that upon these imports the Japanese have had to expend large sums, which would otherwise have been available for the purchase of European goods. In our usual staples business has been confined almost entirely to the sale of cotton yarn, grey shirtings, velvets, &c. Grey shirtings have slightly improved in value. Fancy cottons and woollens of all kinds have been completely neglected, and even black cloth must now be classed among unsaleable articles. We have mentioned rice and cotton. Of other outside articles, arms are less wanted and much lower; in some kinds a decline in value of 20 per cent. has been established during the month.

SHIPPING INTELLIGENCE.

ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—None.

At HONG KONG.—From Liverpool, previous to May 25, Everest, (reported by telegram).

At MANILA.—None.

At SINGAPORE.—From London, April 24, Hoang Ho; from England (via Batavia), 30, H.M.S. Rinaldo; May 5, H.M.S. Sylvia (via Cape of Good Hope); from Liverpool, 25, Patriot Queen; 27, Advance; May 5, Twilight; from Sunderland, 6, Thusnelda; from Cardiff, April 23, Guurtje and Maria; from Swansea, May 4, Loreley; from Hamburg, 5, Margarita; from Rotterdam, 4, Constance; from Bordeaux, 2, Charlotte; from Calcutta, 1, Far East (str.).

At PENANG.—From Liverpool, May 8, Ajax (str.).

DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—None.

From FOOCHOW.—None.

From HONG KONG, CANTON, &c.—For London, April 19, Hugh Fortescue; 25, Kosmos.

From MANILA.—None.

From SINGAPORE.—For London, May 2, Summer Cloud; for Bordeaux, 4, Suzanne; for Hong Kong, May 2, Far East (str.).

From PENANG.—None.

VESSELS LOADING.

At YOKOHAMA.—For London, Lord Collingwood; for New York, Glenclune, Havelock.

At SHANGHAI.—For London, Crawshay Bailey.

At HONG KONG and CANTON.—For London, Belted Will, Min.

At MANILA.—For London, Dilkoosh; for Havana, Maria y Vicenta, San Julian.

At SINGAPORE.—For London, Mirella; for Liverpool, Mataura, Patriot Queen; for Falmouth, Prince Regent; for Bordeaux, Argonaut.

At PENANG.—For London, Tameran, Spirit of the Deep.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, Cotton and Tea, £3 to £3 10s. per ton; Silk, £4 to £4 10s. To New York, £2 10s. to £3 per ton of 40 cubic feet.

At SHANGHAI.—To London, there is only one vessel on the berth, and is loading at £3 per ton. To New York, no vessel loading. For coasting purposes there is a fair inquiry for tonnage, but rates have slightly declined.

At FOOCHOW.—No vessel on the berth for home or United States.

At HONG KONG and CANTON.—For London, the Belted Will and the Min have taken the berth at Whampoa for new teas. The rate is not yet fixed, but will probably be £3 10s. to £3 15s. per ton. The circular of George Holmes gives the number of disengaged vessels in harbour (exclusive of Siamese) at 30, representing 15,683 tons.

At MANILA.—Last rates were £3 per ton for dry sugar, and £3 10s. per ton hemp, to London direct.

At SINGAPORE.—Freights remain firm. Rates to London £2 5s. for dead weight, and £2 15s. for light cargo. It is probable that next ship will have higher rates.

At PENANG.—For London the Tamerlane (183 tons) and Spirit of the Deep (629 tons) are loading and both have full cargoes engaged, the former at £3 per ton for dead weight and light freight, and £3 5s. for measurement; and the latter £3 10s. for sugar, india rubber, gutta percha, and hides, £3 10s. to £3 15s. for tin, and £3 15s. for measurement.

VESSELS PASSED STRAITS OF SUNDA.

Date	Ship	From	For.
April 8	Jose and Maria	Manila	Havana
— —	Alavesa	Macao	Do.
— 12	John Bellamy	Shanghai	London
— —	J. R. Worcester	Shields	Shanghai
— 14	Inez	Saigon	Belle Isle
— —	Palais Gallian	Do.	Do.
— —	Roska	Nagasaki	London
— 15	Hotspur	Manila	New York
— —	Espana	Do.	Cork
— —	Azia	Amsterdam	Batavia
— —	Johanna Christina	Australia	Do.
— 17	Cosmao	Singapore	Bourbon
— 18	Encarnacion	Macao	Havana
— —	Jan	Do.	Do.
— —	Mary Whitridge	New York	Shanghai
— —	Matador	Hamburg	Hong Kong
— 21	Mary Hillegonda	Batavia	Rotterdam
— —	St. Aubin	Australia	Batavia
— —	Elsabea	Nagasaki	New York
— 22	Alma	Shields	Hong Kong
— —	Cymbeline	London	Japan
— —	Emilie	Padang	Samarang
— —	Sir Lancelot	London	Shanghai
— 23	St. Jan	Rotterdam	Batavia
— —	Zuid Holland	Cardiff	Hong Kong
— —	Cortgene	Rotterdam	Batavia
— —	Ary Scheffer	Do.	Do.

COMMERCIAL POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 4, at Texel, from Padang, Padang Packet; 10, at Deal, from Colombo, Ceylon; 7, off Dungeness, from Batavia, Webfoot; May 25, at New York, from Singapore, George Canning; at Boston, from Foochow, Lubra; June 11, at London, from Colombo, Liberator; 9, at Sheerness, from Maulmain, Constance; 8, off Portland, from China, Lancashire Witch; 4, at Cadiz, from Manila, A. Lloret; May 29, at New York, from Canton, Sea Serpent; off Brighton, from Sourabaya, China; June 9, at Texel, from Banjoewangie, Bellatrix; May 30, at New York, from Amoy, Japan; June 11, off Falmouth, from Rangoon, Paradies; 12, from Akyab, Victoria; 8, at Brouwershaven, from Singapore, Bengal; 10, from Banjoewangie, Samarang; 11, off Scilly, from Batavia, Nieuwe Waterweg; 14, at London, from Shanghai, Burmah; 12, off Falmouth, from Singapore, Helen's Bank; 15, in the Downs, from Colombo, Lady Ann.

DEPARTURES. June 8, from Swansea, for Shanghai, Bella Donna; 11, from London for Hong Kong and Canton, Southern Cross; for Japan, Neville; for Newcastle and Galle, Johanna Oluffa; 5, from Shields, for Shanghai, Helen; — from Newcastle, for Singapore, Pauline Constance Eleanor; — for Yokohama, Argonaut; 7, from Newport, for Singapore, Isabella; 8, from Cardiff, for Galle, Argo; 10, from Liverpool for Chefoo, Hans; 13, from London, for Cardiff and Yokohama, Alexandrina; — from Amsterdam, for Java, Sinbad; 11, from Cardiff, for Galle, Ozanam; — from Liverpool, for Manila, Bella Maria.

LAID ON.—At London, for Colombo, Frances, Hesperia; at Liverpool, for Hong Kong, Kingfisher; for Manila, Feliz; for Galle, Robert; for Amoor River, *via* San Francisco, Hausa; at Glasgow, for Singapore, Jane Blyth.

MISCELLANEOUS.—At St. Helena, May 2, Nuevo Lantaro, Estiral, from Manila and sailed for Barcelona; Patriarch Samhiri, Lion, from Batavia and sailed for Rotterdam. Off St. Helena, May 7, Sea Bird (British barque), from Macao; Earl of Dalhousie, from Manila for New York.

The steamer *Osaka* will proceed to Japan from the Clyde, under the command of Captain Maddison. The steamer *Adeline*, formerly the *Rappahannock*, has sailed for Japan from Falmouth, to which port she put back through stress of weather.

THE CHINA CHALLENGE CUP.

This magnificent piece of plate, presented by the China Volunteers to be competed for by English marksmen at Wimbledon, has arrived in London. It will be remembered that although several excellent designs for the proposed cup were last year submitted by certain English firms, it was finally decided to have it made in China, relying on the well-known skill of the Canton silversmiths, and the excellence of native workmanship to render it both handsome and characteristic. The experiment was a bold one, but has certainly succeeded. The cup having been, by special favour of Government, admitted without payment of duty, and having also been liberally conveyed home by the P. and O. Company free of charge, has been safely deposited in the premises of Messrs. Elkington and Co. of Regent-street, who have taken charge of it for the present, and by whose courtesy we have been permitted to examine it. The first thing that strikes one is its large size; the dimensions being, for a "piece of plate" really immense. The height is about four feet six inches, and the diameter in the widest part over a yard. Standing on the floor without its cover, it is as large as an ordinary font; larger indeed than many. The outline is graceful, and the ornamentations elaborate and skilfully worked out; the broad bands surrounding both cup and cover, filled with figures in low relief, are especially worthy of commendation, but other parts are less satisfactory. The group of dragons, &c., that surmounts the cover is characteristic certainly, but crude in design and wanting in finish; while the border that surrounds the edge, and appears on other parts also, is very far from being purely Chinese; it bears more resemblance in fact to a "rose, shamrock, and thistle" pattern than anything else. In the contest last year this splendid prize was carried off by Staffordshire; but (as the term "challenge cup" implies) it must be held by one county for two successive years before it can be permanently claimed. There will doubtless be a keen contest for it at the ensuing meeting.

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The London & China Telegraph.

LONDON, SATURDAY, JUNE 15, 1867.

—o—

THE PROPOSED EUROPEAN COLLEGE AT PEKING.

FROM the time that we first set to ourselves the task of bringing the affairs of the Celestial Empire prominently before the English public in the columns of the *London and China Telegraph*, we have persistently set forth the necessity for a change in the conditions under which the Chinese nation has hitherto shared in the advantages of European art. We have repeatedly pointed out the evident fact that, while the mercantile community is alone interested in the sale of the products of European workshops and docks, the politician and philanthropist has of necessity another object in view; namely, that nobler one of rendering the Chinese independent of the mere temporary assistance derived from the purchase of ships and munition of war in a full state of preparation. In other words, we have insisted upon the propriety of teaching them to supply their own wants, instead of supplying these wants directly. No doubt some at least of our readers have, in view of the realisation of our schemes, conjured up the phantom of China becoming at length too powerful for us, turning our weapons against ourselves, and causing us deeply to rue our interference with her ignorance. And this anticipation may possibly be to a certain extent well grounded; for in the event of war between the Chinese empire and any foreign Power the chances of success would certainly be more evenly balanced were both sides equally well provided with the appliances of modern warfare. But we submit that those who reason thus, while they possess a shadowy ground for their arguments, forget that with the increase of knowledge must come increased enlightenment, both social and political, and a corresponding diminution in the number of contingent chances leading to misunderstanding and war. Upon purely abstract grounds it would, in the light of modern science, be impossible to build up a tenable argument capable of proving that any advantage either immediate or remote could accrue from encouraging the continuance of ignorance amid so large and important a section of the human race. And we have further to note the importance which China may yet assume in the settlement of "the Eastern question," when the locality involved in that question shall be removed from the shores of the Black Sea and the slopes of the Caucasus to the Altai and Himalaya ranges and the banks of the Amour. We throw out the hint "without prejudice" to any one of the three great Powers now so deeply interested in maintaining the integrity of the Chinese Empire. We have had so much to do in keeping the "sick man" of Europe from finally giving up the ghost, that the prospect of having to nurse another invalid on the farthest confines of Asia may well make us pause. The same feeling will prompt us to hail every sign of vitality, and carefully encourage every attempt that may seem to imply the power and the will of the Chinese Government to take care of its own internal affairs. There can be no question that in order to raise itself from its present position China must have aid from without; but how is that aid to be applied? We find that the more enlightened of the native statesmen acknowledge freely that "no man of "discernment believes otherwise than that the way to strengthen "the empire consists in pursuing certain of the European studies "and in the manufacture of foreign appliances." Such is the language of a memorial addressed to the Throne by the Board of Foreign Affairs, and sanctioned by their Majesties the EMPRESSES DOWAGER at the close of last year. In it we find that the very root of the matter is arrived at. We might almost say that the memorialists have unconsciously borrowed the literal wording of the arguments we have from time to time brought forward. They continue:—

It may indeed be objected that transactions such as the hiring of steamships and the purchase of foreign arms have already been carried out at the various ports, and it may be asked, this plan being at once convenient and economical, what need exists for further trouble and expense? Views such as these are due to insensibility of the fact that the study which China stands in need of is in no wise confined to steamships, muskets, and artillery; but even on the ground of steamships and firearms, although the plan of hiring and purchasing as occasion dictates is a convenient one, yet by such a course the act of their production remains for ever in the hands of others, whilst by studying to elucidate their principles of origin, both the art is made intelligible and its practical application is placed within our power. The one course is an expedient to meet the requirements of circumstances, the other is a plan adapted to lasting needs; which of the two is the right one it requires no discussion to make clear.

This clear exposition of the ground whereon the proposed courses of study—astronomy and mathematics—are based ob viates of itself the objection which would at once rise to the lips of one inclined to cavil at any evidence of progress in China, namely, that the only object of desire is increased facilities for the manufacture of munitions of war. The memorialists say in all fairness—If we are to preserve our integrity as a nation, if we are to remove from foreign Powers the responsibility of defending us from our enemies within the State, and to remove from ourselves the obloquy of being continually at the mercy of all our external foes, it is of the highest importance that we should possess the means of defending the existing dynasty independently of mercenary and spasmodic aid from without; but "there are other objects whereof China stands in need." So far the framers of the memorial must possess our most perfect sympathy. No political convulsion can take place within the empire without some evil effect manifesting itself upon our mercantile interests; and when we add to this important and essentially selfish argument, those others more general, to which we have alluded above, we are compelled to admire the wisdom which dictated the representation made to the Throne. That some European hand was concerned in drawing up the memorial, or that some European head suggested many of the ideas which it contains, we do not for a moment doubt. But if it indeed be so, while the fact reflects honour upon whomsoever did inspire the memorial, it does not alter the one primary phenomenon with which we are concerned—that such a document was issued with the imprimatur of the Board of Foreign Affairs, and was formally sanctioned by the EMPEROR.

Foreign relations with China have of late years passed through many phases. We had first blind and unreasoning opposition, against which all arguments save bayonets and Armstrong guns were found powerless. The remedy was a desperate one, but it was both necessary and expedient, and it succeeded beyond the hopes of even the most sanguine. Within a few months the accident of the Taiping rebellion brought the Imperial Government to our feet as a suitor, and until the capture of Nanking the influence of foreigners was literally unbounded. We need not pause to eulogise the justice wherewith that influence was used by the European representatives at Peking. It suffices to say that every attempt was made to preserve the dignity of the central Government, and that while the most ample concessions might have been unconditionally wrested from the Cabinet, all that was demanded was a liberal interpretation of the treaty provisions. On the other hand, the foreign INSPECTOR-GENERAL of CUSTOMS had for several years so conducted the perplexing affairs of his department as to leave on the Chinese mind the most exalted ideas of European justice, temperance, and integrity. When in an evil moment Mr. LAY usurped an authority which he had not, his countrymen notably fell away from him, and his successor endeavoured with success to regain the somewhat alienated good opinion of the Government. Then everything was favourable to the extension of foreign relations. When the immediate need for aid was removed, a reaction set in, and it must be confessed that in the new and stringent regulations laid down for the guidance and limitation of foreign trade foreigners had much to complain of. We are, however, disposed to think that much of this was due simply to the natural and inevitable effect of the reaction from a sense of complete dependence to one of comparative security. We are, it is true, arguing after the fact, for during the past few months we have seen the effect of that reaction gradually passing away, and a healthier feeling towards

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foreigners taking possession of the native mind. Still, until the publication of the TSUNG-LI-YAMEN'S memorial we were disposed to imagine that the recognition of foreigners was passive rather than active—that they were tolerated as unavoidable evils rather than accepted as friends. In the former light they are doubtless still regarded by the more illiberal of the Chinese Conservatives, but the cooler and more sagacious leaders of the advanced party have carried the day, and have succeeded in imparting a national character to their opinions and wishes. We are especially anxious to avoid all appearance of giving countenance to ill-founded hopes. The memorial itself which has formed the text of our remarks has already been widely distributed amongst the constantly increasing class of those who are interested in the development of the ideas now nascent in China. It has gone the round of the English papers published in China, and will be found copied *in extenso* in the *London and China Telegraph* of the 4th ultimo. It deserves diligent perusal, and our readers will, we are confident, agree with us in saying that if its spirit be carried out it will prove the foundation-stone of a new Celestial Empire.

THE NEW PORTS IN JAPAN.

WHEN alluding in our last issue to the telegram stating that "four Treaty ports would be open on the 1st January next," we surmised that one of the words composing it had been cut short, and that it was intended to announce that "four (additional) ports would be opened" on that date. And advices received by last mail show this to have been the true meaning of the telegram; a result which is not surprising, for it is Mr. REUTER'S unhappy fate to find the sense of his China telegrams constantly perverted by similar and often worse blunders, made in their transmission. But though our interpretation of the message itself proves correct, the hopes we ventured to build upon it were unhappily devoid of foundation. Instead of including Simonoseki or Kagosima, we find the places indicated to consist only of Hiogo, Osaka, Yedo, and a port on the west coast in place of Ne-e-gata. This is disppointing. The first two we have been accustomed to regard as one, for all practical purposes, looking on Hiogo merely as an adjunct to the city of Osaka, which itself is not sufficiently accessible to shipping. The value of the right to reside in Yedo is, in a mercantile point of view, exceedingly doubtful; and the same remark applies to the port on the western coast. What we require to place our relations with Japan on a thoroughly satisfactory footing, is free and unrestricted access to the territory of those Daimos who are willing to grant it; and this, sooner or later, we must have.

While on this topic we would direct attention to a letter that will be found in another column on the manner of constructing "settlements" for foreign occupation. The writer, who is well qualified both by professional knowledge and personal experience to treat of the matter, points out the evil results that necessarily arise from the system hitherto adopted. A piece of low swampy ground, or a mud-bank covered with unwholesome slime caused by deposits of putrescent organic matter, which in its normal state is only prevented from being pestilential by the unceasing ebb and flow of the tide, is "bunded" in, and filled up to the desired level. Built over a festering morass, whose poisonous exhalations easily permeate the loose earth and rubbish heaped upon it; badly drained, and with (probably) a large native population, whose unclean habits alone form a serious element of danger, how can such "settlements" be otherwise than unhealthy? At Yokohama too much capital has been invested in property for the idea of a removal to be at all feasible. All that can be done is to endeavour to mitigate the evil by as perfect a system of drainage and as many sanitary precautions as may be within reach; *au reste*, "what can't be cured must be endured." At Nagasaki the danger is to a great extent neutralised by the custom there prevalent of sleeping out of the settlement; the bungalows on the surrounding hills certainly have the benefit of as pure and healthy an atmosphere as can be desired. But greater care should be exercised in the selection of sites for future settlements, and we trust that Sir HARRY PARKES and his colleagues, when arranging for foreign residence at Osaka, Hiogo, and other places that may be thrown open to us, will not neglect the warning voice that is now raised. Better a site that is healthy, though otherwise somewhat inconvenient, than one that reverses these conditions. In a recent article on Hiogo, the *Japan Times* mentions "a *low spit of land*, situated at one extremity of the bay," as the probable site of the future foreign settlement. It is to be hoped this "low spit of land" will not be converted into a hotbed of fever and cholera, whereof future generations of Europeans will be the victims.

THE NEW GUNBOAT FOR CHINA.

THE cheeseparing policy of our navy reformers has proved successful after all. The debate on the Estimates that we noticed on a former occasion has resulted in the votes as proposed by the Admiralty being considerably modified, as a reference to our Parliamentary report will show. The building of a sister ship to the *Inconstant*, of 4,000 tons, is abandoned; and the number of gunboats for service in China is reduced from ten to eight, on the ground of "it having appeared that some "of the gunboats in China which it had been supposed "were in a very defective state might be repaired." The saving thus effected is to go towards the construction of another ironclad of the second class, to be built in a private yard. With this latter project we have no fault to find, more armour-plated vessels of moderate tonnage being undoubtedly wanted for service on foreign stations; but there is no reason why the number of gunboats should be diminished to provide for their cost. The sum required for two new vessels of this class would be undeniably well invested, while money spent in patching up the crazy remnants of those old ones that are now rotting in China waters will as certainly be thrown away.

JAPANESE SCIENCE IN PARIS.

HIS Highness the PRINCE TOUKOUNGARA MIMBOU TAYO, brother of the SHIOGOON, has placed his name on the list of the patrons of the Société D'Accclimation, which includes nearly all the Sovereigns of Europe. Messieurs IKONCHIMA and TANAKA, two young Japanese botanists attached to the mission now in Paris, have been named members of the same society, and were present the other day at one of its meetings. They are said to have furnished interesting notes on the methods of cultivating the species of rice called *sec* in various soils; on the mode of extracting the vegetable wax from the seeds of the *rhus vernicifera* and *succedanea*, which wax is used in the manufacture of various qualities of candles according to the amount of pressure to which it is subjected; and, lastly, on the extraction of the beautiful Japan varnish, the envy of Europe, from two trees of the sumach species. These trees are said to be very hardy, and likely, as they believe, to succeed well in France. It should be mentioned that a tree, called in France the Japan varnish tree, is largely cultivated in Paris, and may be seen on more than one boulevard; this has no relation whatever to the true varnish trees, but is the ailanthus tree on which feed the large silkworms, the rearing of which is now being actively pursued in France. Both the tree and the worms succeed well, the only difficulty being to wind the silk off; at present it can only be treated as spun silk, and closely resembles that of India. The new members have further promised notes on the early wheat, largely grown in Japan, and on the various trees from which much of the excellent paper of the Japanese is derived, and especially a lacquered paper with raised patterns, the fibres for which are obtained from the *Broussonetia papyrifera*, paper mulberry, and which makes a rich and effective paper-hanging.

CEYLON AFFAIRS.

WE trust that the Colonial Office will review its decision in respect to the limitation it has placed on the amount of Ceylon surplus revenue to be applied to the construction of the proposed Grampola Railway, a work essential as a feeder of the great central line now completed, as avoiding for neighbouring districts an expensive and circuitous detour in forwarding produce. As the difference between the lowest estimate presented and the Government minimum is only thirty thousand pounds, and as the estimate has only been rendered thus low by the facilities afforded by the presence of the numerous working staff discharged from the Colombo and Kandy line, and by the abundance of available labour on the island, which cannot be guaranteed for any length of time, the persistence of the Home Colonial Office in maintaining a purely arbitrary figure, cannot be well justified. No doubt there is great need for the exercise of economy, and vigilance is at all times of service in the disposal of the public money; but that economy should be judicious, and that vigilance well-directed. The accepted tender applies only to the present time, and the planting interest is unanimous as to the advantage to be derived from carrying out the undertaking. It is not as though Ceylon

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had rushed into railway business before the time. A quarter of a century ago the existing trunk line was advocated, and had it then been executed, the imports and exports of the colony would have been doubled; now when the discharge of the whole indebtedness it involves is provided for within a moderate period of time, and the traffic assured is certain to leave a large profit on the working, no sound reason can be urged against a moderate lateral extension. The planters who contribute so large a proportion of revenue by the export duty on coffee, and the import duty on rice have a right to be heard on the matter, and all favour immediate construction. Meanwhile it is gratifying to find that the opening of new roads and the improvement of old ones are being carried on with so much vigour. No colony of the British Crown, viewed relatively to its area, can boast of such a splendid road organisation.

An important result which we anticipate from the connection of Kandy with Colombo by rail will be the establishment of extensive tea-farms on the slopes of the mountain ranges, and the cultivation of a large amount of ordinary agricultural produce for consumption in the interior, hitherto supplied from the coast. The cultivation of tea may be carried on in Ceylon with the advantage of the ample experience afforded in Assam, and, on the whole, under more auspicious influences, that is to say, if like errors be avoided. The Bengal coolies have been engaged in the Assam gardens in a way totally different from Ceylon labourers; for in addition to first cost, practically augmented by numerous deaths, the legal obligation exists to supply them with rice at low cost, and the whole tea interest has been depressed by an extension of estates disproportioned to means quite as bad in its way as overtrading, with the accompanying financial embarrasssments, usually intensified by the inexperience of agents. In Ceylon tea-growing may be carried on simultaneously with coffee-growing, land on the same estate unsuitable to the one meeting the requirements of the other; and it is very possible that the variety which in the end may be found most suitable to the colony, may obtain such a preference at home as to command even a higher price than Assam. The experiments in rearing the tea plant so far made in Ceylon have been eminently successful, but it is to be remembered that it is not the imported plant that gives the best yield, but cuttings from the plant which more and more improve as they become acclimatised.

The combined efforts now being made to reopen for Ceylon that neglected source of wealth—irrigation—operating, as it will do, to lead to the culture of rice, will remove a most important impediment in the way of the planting interest. The cultivation of rice on any large and prosperous scale can only, in our belief, be conducted on the Indian ryot system; it is a business, not for Europeans, but for natives and coolies. The returns yielded to the Indian Government for its share of the produce of land irrigation has afforded a very high percentage on the original outlay, demonstrating as well the profitableness of the cultivation of the article. The late drought in Bengal, from which Ceylon planters had so greatly suffered, was, as we learn on the highest authority, to a great extent due to the neglect of official plans of irrigation which would have proved highly remunerative. The tours of Sir HERCULES ROBINSON to various portions of the colony can hardly fail to lead to the promotion of works of public utility.

WE regret to hear that a telegram has been received from Peking *via* Kiachta announcing the death of Sir ERIC ROBERT TOWNSEND FARQUHAR, Bart., Second Secretary of Legation at Peking. Sir ERIC has been in the diplomatic service since 1856, and was transferred to Peking in December, 1865. He succeeded to the title on the death of his father, Sir WALTER MINTO FARQUHAR, just a year since, and it was expected that he would then have resigned his post and returned to this country. He was however persuaded to remain at the urgent request of Sir RUTHERFORD ALCOCK. His brother, WALTER MINTO FARQUHAR succeeds to the baronetcy.

RUMOURS have been current for the past few days of the receipt of telegrams from Hong Kong to the 26th May—in advance of the French mail—advising the opening of the tea market at Foochow, at prices equal to 1s. 9d. laid down in London. We cannot in any way confirm this intelligence, but we shall be glad to find that some of the best chops have been settled at such figures.

IT appears that the French expedition, which was announced to leave Shanghai for Korea in April, has been abandoned—probably by orders from Paris, as the advices by telegram now reach to the 12th May.

WE hear from New York that the late Confederate ram *Stonewall*, built in England, had been sold by the United States Government to the Japanese for $500,000.

THE "IMPROVEMENT" OF YOKOHAMA.

(To the Editor of the *London and China Telegraph.*)

SIR,—In a late number of your journal I notice some particulars relative to the enlargement and improvement of the foreign settlement of Yokohama, and especially to the filling up of the portion known as the Bantan Dore. This phrase "filling up" is to me an ominous one. I had hoped that the recent fires, though doubtless much to be deplored as far as regarded the immediate losses they entailed, would have led to the entire abandonment of a site so inconvenient and unwholesome, and that the more favourable disposition of the new Shiogoon and the Government generally would have facilitated the acquisition of a more suitable one. Many will ask, perhaps, what fault I have to find with the present position of the settlement. To this I reply, unhesitatingly, that in a sanitary point of view it is bad to begin with, and that this "filling up" process will make it worse. It is, in fact, merely hiding a foul sore which in the course of time will surely break out again, and manifest its presence by sickness and death. Indeed, fever of a typhoid type has already shown itself, and is unhappily likely to increase.

The settlement appears to me to be placed at the mouth of what has originally been an indentation on the coast, or an inlet of the sea; but which has now become a swamp, having two connections with the sea, between which lies the settlement. The town itself is built on what has been a shingly beach, gradually thrown up and raised by the action of the tides, and now covered with decayed vegetable matter, earth, &c. The main street is the highest part, and though its height is not great, it may possibly be sufficient to allow a fall for the drainage from that part of the settlement to the bund; but what becomes of that part of the town that reaches from the main street towards the swamp? The whole of the sewerage from this must run into the canal, and the heavier part of it will be deposited in the bottom, which when the tide is low will be exposed to the action of the rays of a hot sun, and will thus spread its pestilential influence around. The "filling in" that is now going on in the Bantan Dore, and other places, is simply a covering over of filth, sewerage deposit, &c., the accumulation of the last eight years. However carefully this may be covered up, in the course of time the gases will penetrate the soil and arriving at the surface spread themselves around, and all former experience points to sickness of various kinds as the *sure result*. You may say, "It is very easy to find fault and point out defects, but can you propose a remedy?" It is hardly feasible to expect that mercantile firms who have in many instances paid large sums of money for the ground on which their houses and godowns are built should see the thing in the same light as a medical man does, more particularly when the evil day appears distant. They may say, "This will last our time, let those that come after look out for themselves," which may be all very natural, but is it right? Suppose the difficulty is met half way by using the present settlement for godowns and offices only; retaining as few Europeans there as possible, and excluding as far as possible all natives and their families. This would to some extent mitigate the evil, and as I said before, the owners of property should not rest until the Japanese Government allows them portions of land on the Bluff, and along the new roads on which to build bungalows.

I would most earnestly call the attention of our worthy Minister, Sir Harry Parkes, as well as the other foreign Ministers, to this matter in the hope that they will give it that consideration due to a subject so important. I may state that in Nagasaki what I have recommended here has already been done; all the officials and nearly all the merchants have bungalows on the surrounding hills, leaving of course a few Europeans in charge of their stores in the settlement proper; but I am sorry to add that here also the natives are allowed to live up the creek in close proximity to the settlement, and that the drains are in my opinion faulty, as to their shape. I would advise that the bottoms of all drains should be made angular, in the shape of the letter V, so that when the water runs low there would greater depth in which to carry off the thick sediment, and not a large flat surface to allow it to spread out and deposit itself, as there is in the usual flat-bottomed drains or even in the round ones.

Excuse this long letter, but the subject is one of importance and may be interesting to some of your readers. M.D., F.R.C.S.E.

June 12th, 1867.

Parliamentary Intelligence.

HEAVY ORDNANCE.

(June 13th.) An important and interesting discussion on the constitution of the Ordnance Committee and the armament of our military and naval services was commenced by Mr. H. BAILLIE, who moved for a Select Committee to inquire into the present condition of the Ordnance Committee. He condemned unreservedly the hasty amalgamation of the department with the War Office, and argued its total break-down from its failure to furnish the country with efficient field ordnance, heavy naval guns, or a satisfactory small arm. Under each of these heads Mr. Baillie brought a heavy indictment against the Ordnance Select Committee, insinuating that the original choice of the Armstrong gun was traceable to an intimate business relation between members of the Elswick Company and members of the Committee and of the War Department, asserting roundly that the Armstrong field artillery and the heavy naval guns were alike failures, that trials were not fairly conducted, that orders were given regardless of expense, and that we were in an inferior position in respect to our armament to the rest of the world. The Snider rifle too, he alleged, was also a failure, and the delay in procuring an efficient breechloader arose

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from the unwillingness of gunmakers to submit patterns to the Committee because they feared their inventions would be pirated. By way of illustration, he would take as an example one of the finest frigates in Her Majesty's service, the *Liverpool*, of 50 guns, and now in the Channel squadron. Her armament at present consisted of three descriptions of guns. First of all, she had a certain number of breech-loading Armstrong guns, guns which had been condemned as unfit for the naval service, and which upon the only occasions on which they had been used had absolutely failed. The reports of all those failures had been laid on the table of the House; but such reports, when the officers making them knew they would be disagreeable, were always softened down, and the private reports were much stronger than those which were sent to the Government. [The hon. member here read an extract from the private report of an officer who commanded a ship at Kagosima, which was to the effect that in spite of all the pains and care taken with the 110-pounder Armstrong gun, it would not go off, and that but for the fact that there were a few smooth-bore guns on board, the ship must have been lost.] That gun which so absolutely failed formed part of the armament of the *Liverpool*. The next portion of her armament consisted of Armstrong shunt-guns—guns which the Ordnance Select Committee were now boring out the rifling from because it was so defective, and which were altogether useless for battering purposes. The third portion of the *Liverpool's* armament consisted of 8-inch smooth-bore guns, which were now quite out of date, and also entirely useless for battering purposes. That, then, was the armament of one of the finest frigates in Her Majesty's navy, and it might be taken as a very fair type of that of all other wooden ships in the service. None of them were better armed; perhaps some were not armed so well.—Sir J. HAY replied to so much of Mr. Baillie's accusation as related to the navy, describing the different guns with which the navy is armed, which had given general satisfaction to the officers, and the fundamental principle—the Elswick coil—of which had been adopted by all European nations, except France, Prussia, and Russia. He defended, also, the constitution of the select committee and its impartiality.—Lord ELCHO attributed whatever shortcomings had occurred not so much to the action of the committee as of their masters, the Secretaries of War, referring to Lord Hartington's refusal to accept their report in favour of the oval bore; but maintained that the Minister ought to be solely responsible, and as an instance he mentioned General Peel's prompt and successful adoption of the Armstrong gun, which was the best arm known at the time. On the whole, our naval armament was superior to that of any other nation except the United States, but he doubted whether our system of rifling was applicable to large guns (for endurance it was certainly a failure, as he showed from the returns), and preferring the 15-inch and 20-inch American smooth-bores, recommended that a comparison be instituted between the two systems.—General PEEL explained the circumstances under which the Armstrong gun and the Snider rifle had been adopted, maintaining the wisdom of the choice and its practical success, and defending the complete impartiality and disinterestedness of the select committee. As to the motion itself, he urged the committee not to consent to the appointment of a select committee, but to leave the responsibility to the Minister. —Mr. SHAW-LEFEVRE, from the experience of a recent visit to the United States, asserted that American officers were rather in favour of our principle than their own, and that during the whole war none of these big guns had penetrated the sides of an ironclad.—Sir J. PAKINGTON opposed the motion on the ground that it would be injurious to the public service, would paralyse the departments, and that there was nothing in the state of affairs to justify such an investigation. He described experiments now going on for the improvement of our armament, asserting that there were now in store a considerable number of 9 inch guns fit for service in any part of the world.—After some remarks from Mr. NEWDEGATE, who insisted that the head of the department ought alone to be responsible, the motion was withdrawn.

THE NAVY ESTIMATES.—GUNBOATS FOR CHINA, &C.

(18th.) On the vote of £855,511 for naval stores, for the building, repair, and outfit of the fleet and coastguard, steam machinery, and ships built by contract, Mr. CORRY said that hon. members were aware that this vote had undergone some modification. The original estimate provided, among other works, for the building of a sister ship to the *Inconstant*. That ship was to have been of 4,010 tons, 1,000-horse power, and a complement of 600 men. The original estimate had also included ten gunboats to be built by contract. He had expressed his cordial acquiesence in the policy of his right hon. predecessor in supplying another very fast ship for the protection of our commerce; but some of his hon. friends opposite had objected to the building of a second ship the size of the *Inconstant*, and also to the building of so many small vessels; and, subsequently, after a consultation with the Controller of the Navy, he himself came to the conclusion that perhaps a vessel of a smaller tonnage and horse-power than the *Inconstant* might answer the purposes for which the new ship was intended. It having appeared, also, that some of the gunboats in China which it had been supposed were in a very defective state might be repaired, he arrived at the conclusion that the number of gunboats in the estimate might be reduced from ten to eight. Having discussed the matter with his naval colleagues, they decided that, instead of building a second *Inconstant* of 4,010 ton, 1,000-horse power, and a complement of 600 men, they should build a vessel, to be called the *Volage*, of 2,250 tons, 600 horse power, and a complement of 350 men. This vessel would have very nearly the speed of the *Inconstant*. By substituting the *Volage* and eight gunboats for the second *Inconstant* and ten gunboats, a sum of £73,150 would be saved, and by reducing the vote for engines for unarmed there would be a further saving of £14,880, making a total saving of £88,030. Then came the question how they should appropriate that sum. It was stated, in the course of a discussion, which had taken place on a former occasion, that the number of our armour ships, in comparison with those possessed by the French or any other nation, was so large that the Admiralty ought not to build more. He had, all along, entertained a totally different opinion, and he was anxious to make arrangements for the building of a third armour-clad ship, in addition to the two the building of which had been decided on. The Admiralty, therefore, proposed to appropriate a sum of £68,000 towards the construction of the hull and engines of a third armour-clad frigate of the second class, and to appropriate £10,000 towards advancing each of the two already provided, which would make £65,000 for each, instead of £55,000. That would absorb the total saving of £88,030. He had always been of opinion that competition was a very wholesome thing; and acting on that principle, though no one had a higher opinion of the Controller of the Navy, he had thought it desirable to invite some eminent shipbuilders to send in designs for the third armour-plated ship. The firms to whom that invitation had been sent out were Messrs. Napier and Sons, Messrs. Samuda, Messrs. Laird Brothers, the Thames Iron Company, Messrs. Palmer Brothers, and the Millwall Ironworks Company.—Mr. STANSFELD expressed his cordial approval of the altered programme of the Board of Admiralty.—The remaining votes of the Naval Estimates were agreed to without remark. (14th.) Colonel SYKES congratulated the right hon. gentleman the First Lord of the Admiralty on his having diminished the estimate for gunboats on the China station. He wished, indeed, that there had been a greater diminution, and that the number of these boats had been reduced from eight to five. At the present time he understood that 16 out of the 44 vessels on the China station were in the harbour of Hong Kong, while only one was employed in cruising against the pirates. According to the former return, however, there were three boats employed in repressing piracy, and only 14 were in the harbour of Hong Kong. It might, perhaps, be said that the vessels in harbour were rotten, but if that were the case they ought to be dismantled and withdrawn, instead of being paid for as if they were efficient. He believed that a force of ten gunboats and five vessels of war on the China station would be sufficient for the due protection of our interests there, and that, at all events, 20 vessels would be more than enough for the purpose. Our force in the China Seas was, however, 44 vessels at the present time. —Mr. CORRY said he had expected to have the pleasure of seeing his hon. and gallant friend last evening, when he was prepared with documents which would have enabled him to give the hon. member a more satisfactory answer than he could do now that the papers were not at hand. He might remark that it was not usual to raise a question of this kind on the report of Supply. The hon. and gallant gentleman was labouring under a misapprehension as to the number of vessels on service on the China station, for many of the gunboats there had been paid off and were not in commission at all. The actual number of vessels in the China Seas at the present time was 28, and not 44, as had been stated by the hon. and gallant gentleman. With respect to the 16 gunboats the hon. member had given him a list of the names of the vessels lying in the harbour of Hong Kong. He had referred that document to the head clerk in the proper branch of the Admiralty, requesting an explanation of the fact that so many vessels were in that harbour. The reply was that only one of them was a seagoing vessel, all the rest being hospital ships, or troopships, or gunboats which had been paid off and were under repair. With respect to the statement that the force in the China seas was too large, he was glad to be able to say that since the question was discussed in that House he had had an opportunity of making inquiries on the subject of perhaps the highest authority in the country—viz., Sir James Hope, who had been commander-in-chief in the China seas, whence he returned four years ago, and who had just returned from the chief command of the North America and West India station. When this question as to the number of small vessels was raised two or three months ago, he promised to ascertain whether it would be possible to make any reduction in the number of vessels on the North America and West India and the China stations, and he had been fortunate enough to find in Sir James Hope an officer who was capable of giving an answer respecting both these stations. Sir J. Hope had sent him a paper on the subject, in which he stated that as regards North America and the West Indies, considering that the ships were constantly refitting and going long voyages, and that a comparatively small number were available for actual service, it would be impossible to reduce the number of ships in North America and the West Indies without incurring considerable risk to our commerce. With regard to the squadron in the China seas, Sir J. Hope stated that as he left the station four years ago he could not say what might be the actual necessities of the moment, but he pointed out that in Japan, China, and Singapore there were eighteen treaty or open ports, and that as we were obliged to keep a vessel in each port, there were only ten vessels left available for the general coast service. He thought under these circumstances that it would be inadvisable to diminish the force; and with regard to piracy in those seas, it was satisfactory to know that it had to a great extent been suppressed.—Colonel SYKES asked whether he was to understand that the ships in the harbour of Hong Kong had been withdrawn.—Mr. CORRY replied that they had. They were in ordinary, and indeed some of them had been broken up.—The report of Supply was then agreed to.

Continental Intelligence.

HAMBURG.

(FROM OUR OWN CORRESPONDENT.)

The following tables, having reference to the commerce of this port with the Far East, are extracted from the statistical returns for the year 1866, published and compiled by the Hamburg Board of Trade:—

1.—*Direct Imports from China.*

	Value in Marks Banco.
Tea, 17,324 chests, 362 packages	778,890
Cigars, 12 chests, 2 packages	3,930
Cassia lignea, 12,964 chests, 365 packages	504,160
Cassia flores, 100 chests	14,860
Cinnamon, 100 chests...	3,990
Candied ginger, 925 chests, 4 casks	19,000
Preserves	1,630
Galls, 350 chests	18,530
Vermilion, 10 chests	1,310
Rhubarb, 95 chests	22,620
Galangal root, 1,546 bales	16,470
Star annis, 1,600 chests	132,720
Oil of cassia, 99 chests...	33,120
Oil of star annis, 46 chests	16,870
Wax, 2 casks, 3 chests...	1,640
Walking-sticks, 193,000 No.	9,560

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	Value in Marks Banco.
Silk manufactures, 30 chests, 2 packages	15,780
Cotton goods, 24 bales...	5,830
Linen goods, 4 chests	1,280
Mats, 277 packages	5,800
Carved woodwork, 40 chests, 1 package	3,310
Paper, 41 chests	3,090
Glassware, 12 chests	3,090
Porcelaine, 117 chests	7,560
Gold and silver wares, 2 chests	20,210
Fireworks, 635 chests, 814 packages	30,010
Cutlery, 66 chests	8,070
Other articles	21,580
Total ... ... Marks Banco	1,704,760

against 2,183,640 marks banco in 1865.

2.—Direct Imports from the Philippine Islands.

	Value in Marks Banco.
Raw Sugar, 78,956 mats	496,020
Cigars, 15 chests	6,080
Redwood, 1,060 centners	8,470
Hides, 1,230 No.	6,500
Buffalo horns, 3,332 No.	2,140
Cocoanut, 700 centners	10,000
Mats, 6,347 packages	36,710
Sundries	1,900
Marks Banco	567,820

against 433,350 marks banco in 1865.

3.—Direct Imports from Singapore.

	Value in Marks Banco.
Coffee, 195 bags	11,660
Sago, 4,521 chests	63,900
Pepper, 2,191 bags	41,910
Redwood, 201 centners	1,790
Terra japonica, 1,932 packages	77,450
Rattans, 11,011 bundles and 931 centners loose ...	10,600
Other articles	3,960
Marks Banco	211,270

against 913,740 marks banco in 1865.

4.—Direct Imports from Netherlands India.

	Value in Marks Banco.
Coffee, 115 bags	6,520
Raw sugar, 20,933 kranjangs, 468 chests	181,980
Rice, 1,981 bags	34,730
Pepper, 1,373 bags	22,090
Redwood, 1,601 centners	11,200
Gutta percha, 37 packages	3,190
Gum damar, 150 chests	7,050
India-rubber, 241 bags, 13 chests	22,920
Hides, 3,724 No.	17,810
Walking-sticks, 32,050 No.	5,910
Sundries	6,270
Marks Banco	319,570

against 196,420 marks banco in 1855.

5.—Total Imports of the following Articles.

	Quantity in Centners.	Value in Marks Banco.
Coffee	826,961	33,569,200
Tea	28,758	2,662,280
Raw sugar*	760,930	11,028,930
Refined sugar*	82,581	1,738,120
Sugar candy	778	17,590
Rice*	269,883	2,048,230
Sago	12,272	154,420
Pepper	8,901	187,490
Cassia lignea	9,000	576,570
Cassia flores	299	32,510
Cinnamon*	1,033	125,550
Cardamoms...	287	101,930
Mace	284	31,460
Cloves	3,835	84,950
Nutmegs	385	34,770
Ginger	4,387	126,980
Candied ginger	329	25,310
Terra catechu	1,464	26,110
Terra japonica	5,902	79,470
Vermilion*	1,093	197,420
Galangal root*	1,842	17,510
Gentian	456	7,280
Cassia vera*	872	33,350
Star annis*	2,003	142,770
Cubebs	25	1,720
Camphor, raw	1,573	129,660
Do. refined	17	1,760
Gutta percha*	410	34,200
Shellac	6,002	372,580
Gum damar	433	15,420
India-rubber	1,570	102,420
Oil of annis*	31	26,280
Oil of cassia	97	54,110
Oil of cloves	25	3,940
Oil of star annis	130	86,820
Rattans	24,703	418,620
Redwood*	62,987	428,440
Raw walking canes ...	8,074	127,080

Those articles marked (*) were larger both in quantity and value than in 1865.

The Germans at Shanghai have made a collection for the soldiers wounded in the war last year and remitted the amount—nearly 3,000 marks banco—to Count Eulenburg, now the Minister of the Interior, but who in 1861 visited the above-named port, when, after concluding the treaty between Prussia and Japan, he was proceeding on a similar mission to Peking. The Germans at Hong Kong, who last year collected a very handsome sum for the same philanthropic and patriotic purpose, have now made a second collection, amounting to $750, and also sent it to Count Eulenburg, who has forwarded both contributions to the Victoria National Institution for Invalids.

Mr. J. Th. Janssen, of Chefoo, has been appointed Prussian Consular Agent at that port.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head office in Paris, R. W. and H. Horne, agents, 4, Moorgate-street.

China Steamship and Labuan Coal Company, Ethelburga House, 70 Bishopsgate-street.

Netherlands India Steam Navigation Company, Gresham House.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 22, Cannon-street.

Singapore Gas Company, 25, Poultry, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, Zulueta and Co., agents, 22, Moorgate-street.

Shanghai Wharf Company, D. and G. Latimer and Co., agents, St. Swithin's-lane.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown, court, Philpot-lane.

North China Insurance Company, Ashton and Co., agents, Hatton-court, Threadneedle-street.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard st.

Union Insurance Company of Canton, Dent, Palmer and Co., agents. King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austin Friars.

China Traders' Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday and Co., agents, Manchester.

Ceylon Company, Palmerston-buildings, Old Broad-street, E.C., J. Anderson, secretary.

Borneo Company, 7, Mincing-lane, R. Harvey, manager.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart Tidman, and Co., agents, 34, Great St. Helens.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

Monetary and Commercial.

The following, regarding supplies of coal for steamers in the Far East, is from *The Times*:—

At the late meeting of the Peninsular and Oriental Steam Company, a shareholder suggested, with reference to the loss sustained by the high price of coal, that some economy might be effected by obtaining supplies from Australia. The coal question as regards the Eastern seas seems almost incomprehensible. Twenty years ago the discovery of the mines in Labuan was hailed as a most auspicious event for the development of steam enterprise in that region, and from that period the reports received, whether from the commanders of Her Majesty's ships or from the officers of the Peninsular and Oriental Company, have all been apparently satisfactory as regards the quality of the deposits, while the averments of the parties on the spot have at the same time represented the quantity to be abundant. In fact, the understanding has been that any amount could be raised at the cost of 7s. per ton. Year after year, however, tens of thousands of pounds have been spent in connection with the enterprise, and the shareholders are at this hour apparently hopeless of any result. The distance of the island from Singapore, where the great steam traffic of the East centres, is only about 700 miles, and the navigation is perfectly easy. The anomaly, therefore, appears to be such as to deserve special investigation, in consideration of its bearing alike on our political and commercial interests.

From the report of the directors of the Ceylon Company (Limited), to be presented at the annual meeting on the 18th inst., we take the following:—

The directors have pleasure in submitting to the shareholders the annexed general statement of the company's affairs and balance-sheet for the year ending on the 31st March, 1867:—The net profit, including the sum brought forward from the last year's account, after defraying all current expenses, amounts to £63,308 5s., and the directors propose that a dividend at the rate of 10 per cent. per annum on the capital paid up on the 31st March, amounting to 10s. on each original, and 2s. on each A share, be declared and made payable, free from income-tax, on the 20th instant; this, with the interim dividend paid in December, the amount appropriated for interest on debentures, and that written off in Mauritius, will absorb £59,691 12s. 3d., and leave a balance of £3,616 12s. 9d. to be carried forward.

The following circular has been issued by Adamson, Gilfillan, and Co., formerly connected with the Borneo Company:—

We beg to inform you that we have entered into a co-partnership to carry on a business in Singapore, as commission agents and merchants, under the style of Gilfillan, Wood, and Co., in Singapore, and Adamson, Gilfillan, and Co. here. Mr. Wood will for the present represent the firm in Singapore.

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MANUFACTURE, ESPECIALLY FOR EXTREME CLIMATES,

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In the choicest Designs. 2,500 Bedsteads kept in Stock.

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Prevents the material from felting into a mass, as is the case in all ordinary Mattresses. The Patent Mattresses are made of the very best Horsehair, are thicker than usual, and the prices are but a trifle higher than those of other good Mattresses.

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Their large Granite Dock, 286 feet on the blocks, 307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 16 to 17 feet. It is fitted with Caisson Gate and with a powerful Centrifugal Steam Pump, ensuring despatch in all states of the tide.

Their two smaller Granite Docks, one 223 feet, the other 160 feet on the blocks, can take vessels at average spring tides drawing 12 feet to 13 feet.

A stock kept on hand of Timber, Spars, Copper and Metal Sheathing, Paints for Iron Vessels, and other material required for Dockyard use.

The premises comprise Carpenters' Shops, Mast Sheds, Blacksmiths' Shops, superintended by experienced European Foremen; also an Engineer's Workshop, supplied with Lathes and other tools worked by Steam, in charge of a Resident European Engineer. Dry Godowns for the reception of stores of vessels requiring to discharge them.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.

INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL £750,000 0
RESERVE FUND £145,902 14

COURT OF DIRECTORS.

George Garden Nicol, Esq., *Chairman.*

Donald Larnach Esq. | Ellis Jas. Gilman, Esq.
George May, Esq. | D. T. Robertson, Esq., *Chief Manager (ex officio).*
Sir F. J. Halliday, Esq. K.C.B.
Jas. Murray Robertson, Esq.

BANKERS.

The Bank of England.
The London Joint Stock Bank.

BRANCHES AND AGENCIES.

Bombay	Colombo	Penang	Shanghai
Calcutta	Kandy	Singapore	Hankow
Madras	Galle	Hong Kong	Yokohama

The Bank negotiates and collects Bills and grants Drafts payable at its Branches and Agencies, and issues Letters of Credit and Circular Notes.

The Bank will undertake the Agency of parties connected with India and China, the Purchase and Sale of Indian Securities, the Safe Custody of same, and the receipt of Interest, Dividends, Pay, Pensions, and other Moneys.

The Bank receives money on Deposit, on which Interest is allowed according to the length of time deposited.

Particulars as to Rates, &c., can be ascertained on application.

65, Old Broad-street, London, E.C.

CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

HEAD OFFICE—HATTON-COURT, THREADNEEDLE-STREET, LONDON.

Incorporated by Royal Charter.
Paid-up capital, £800,000.

COURT OF DIRECTORS, 1867-8.

CHAIRMAN.

THOMAS ALEXANDER MITCHELL, Esq., M.P.

John Allan, Esq. | Thomas Lancaster, Esq.
James Fraser, Esq. | Wm. Macnaughtan, Esq.
John Jones, Esq. | Joseph R. Morrison, Esq.

LONDON BANKERS.

The Bank of England; the City Bank.

BRANCHES AND AGENCIES.

Bombay,	Rangoon,	Hong Kong,
Kurrachee,	Singapore,	Shanghai,
Calcutta,	Batavia,	Hankow.

The Corporation buy and sell, and receive for collection bills of exchange, payable at the above named places, issue letters of credit, undertake the purchase and sale of Indian Government and other securities, hold them for safe custody, and receive interest or dividends as they become due.

Deposits of money are received for not less than 12 months, bearing interest at five per cent. per annum, and for longer periods at a higher rate,

THE AGRA BANK (LIMITED).

ESTABLISHED IN 1833.—CAPITAL, £1,000,000.

HEAD OFFICE—Nicholas-lane, Lombard-street, London

BANKERS.

Messrs. Glyn, Mills, Currie, and Co., and Bank of England.

BRANCHES in Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghai, Hong Kong.

CURRENT ACCOUNTS are kept at the Head Office on the terms customary with London bankers, and interest allowed when the credit balance does not fall below £100

DEPOSITS received for fixed periods on the following terms, viz.:—

At 5 per cent. per annum, subject to 12 months' notice of withdrawal.

At 4 per cent. per annum, subject to 6 months' notice of withdrawal.

At 3 per cent. per annum, subject to 3 months' notice of withdrawal.

EXCEPTIONAL RATES for longer periods than twelve months, particulars of which may be obtained on application.

BILLS issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection.

SALES AND PURCHASES effected in British and foreign securities, in East India stock and loans, and the safe custody of the same undertaken.

Interest drawn, and army, navy, and civil pay and pensions realised.

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M. BALFOUR, Manager.

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Recognised by the International Convention of 30th April, 1862.

		Francs.	
Subscribed Capital	... ...	80,000,000	... £3,200,000
Capital paid up	... ...	50,000,000	... £2,000,000
To be paid up Sept. 15,	1867	10,000,000	... £400,000
Do. Mar. 15,	1868	10,000,000	... £400,000
Do. Sept. 15,	1868	10,000,000	... £400,000
Reserved Fund	... ...	20,000,000	... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai Hong Kong, Saigon, (Cochin-China), Bourbon (Reunion)

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols. Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON AGENT.—W. H. Vacher, 25, Old Broad-street

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Singapore
Shanghai	Japan (Yokohama)	Bombay
Foochow	Manila	Calcutta
Ningpo.		

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

In addition to fixed rates of interest, the Bank has adopted the principle of setting aside a certain portion of its yearly profits to be given as a Bonus on Funds lodged with the Bank. Depositors will participate equally in respect of such Bonus, whether shareholders or not.

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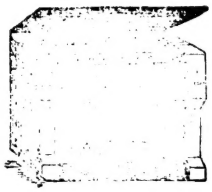

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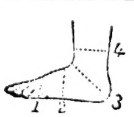

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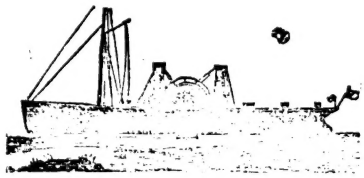

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From LIVERPOOL—5th and 20th of July,

Intending to connect, at San Francisco, with the steamer leaving on the 3rd September for Japan and China, arriving at Yokohama on the 22nd, Shanghai on the 27th, and Hong Kong on the 29th September. The branch steamer to Shanghai calls at Nagasaki on both trips. It is expected that the communication will be monthly after these dates.

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ARTHUR R. FORWOOD, Managing Director.

STEAM to INDIA, via the CAPE.—The UNION STEAMSHIP COMPANY (Limited) have entered into an arrangement with the Government for the extension of the Packet Service from Mauritius to Ceylon. Passengers can proceed from Southampton on the 8th of every Month to Point de Galle, where a junction is formed with steamers proceeding to India, China, Australia, &c. Rates of freight and passage very moderate.

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JAPAN AND CHINA.—Arrangements have been made with the United States Pacific Mail Steamship Company by which GOODS for Japan and China can be shipped under through bill of lading via Panama by the ROYAL MAIL STEAM-PACKET COMPANY'S STEAMER leaving Southampton on 17th May. Freight from Southampton, £21. 7s. per ton measurement, with 10s. per ton primage.

Further particulars can be obtained on application to

J. M. LLOYD, Secretary.

Royal Mail Steampacket Company, 55, Moorgate-street, London, E.C.

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Ditto	Red Riding H	A1	W.I.D.	With des.
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Port.	Ship.	Class.	Dock.	Last Shipping Day.
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Hong Kong & Whampoa ..	Charlotte...	A1 12 yr.	E.I.D.	With des.
Kanagawa (Yokohama) and Nagasaki ...	Early Dwn	A1 11 yr.	E.I.D.	With des.

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JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

Destination.	Ships.	Tns.	Class.	Dock.	Date of Sailing.
Colombo... Mangalore, Cannanore Calicut, & Cochin ...	Palmerston.	978	A 1 15 yrs	W.I.D.	With de.
Bombay ..	Eln. Browse	845		W.I.D.	June 20
Bombay	Jes. Gilbert	635 3-3rds	L. 1]	E.I.D.	June 25
	Bebington...	889	AA1		To fol.

No. 22, Great St. Helen's, E.C.

To sail on the 25th of June.

FOR SHANGHAI, the splendid clipper Ship, TALBOT, A 1 13 years, 847 tons register, THOMAS JAMES, Commander, lying in the East India Docks. Has superior accommodation for passengers.

For Freight or Passage apply to SHAW, LOWTHER, and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular line of packet Ship. To sail on the 1st July.

FOR HONG KONG and WHAMPOA, the very fast sailing Ship, GRESHAM, A 1 10 years, 965 tons register, L. C. BRAYLEY, Commander, lying in the East India Docks. This Ship has a poop, and excellent accommodation for passengers.

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COLOMBO DIRECT, the well-known clipper ship TEVIOT, A 1 13 years, 433 tons register; JOHN WHEELAN, Commander; loading in the West India Docks. This splendid vessel has a full poop, with every accommodation for the comfort and convenience of passengers.

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For Freight or Passage apply to JOHN C. CAMPBELL 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Haddington," and will sail June 25.

FOR BOMBAY Direct, the fine British-owned Clipper Ship JESSIE GILBERT, 3/3rds L. 1, 1, 635 Tons Register; JOHN STAPLEDON, Commander, East India Docks. This splendid vessel is nearly new, having just completed her first voyage, and from her fast sailing qualities is confidently recommended to shippers.

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To follow the "Jessie Gilbert," and will meet with the usual quick dispatch.

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Regular line of packet Ship. To sail on the 1st July.

FOR MELBOURNE, Port Phillip (delivering goods at Geelong, if so agreed), the celebrated first-class clipper Ship, PRIDE OF THE OCEAN, 1,169 tons register, OSBORNE DUKE, commander, lying in the East India Docks. This ship is favourably known for sound delivery of cargo, and still maintains her character as the fastest ship in the Melbourne trade.

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